04

Strategic Development Areas

4.1 Strategic Development area guidelines
4.2 Ebbsfleet Central
4.3 Eastern Quarry & Ebbsfleet Green
4.4 Northfleet Riverside
4.5 Swanscombe Peninsula

Strategic Development Area guidelines

Four distinct areas have been established to promote and coordinate development across the Ebbsfleet area.

Ebbsfleet Central

The heart of Ebbsfleet, running along the Ebbsfleet River valley with Ebbsfleet International Station at its core. This area incorporates Station Quarters North and South, Northfleet Rise and Springhead Quarter as defined within the Ebbsfleet planning consent promoted by EIGP. The Framework seeks to establish a vibrant and dynamic centre, and a major commercial hub supported by a diverse mix of residential, educational and leisure uses, with associated bars, restaurants and convenience shopping to create an active and lively street scene.

Eastern Quarry and Ebbsfleet Green

A series of four urban villages to the West of Ebbsfleet Central, Eastern Quarry and Ebbsfleet Green providing residential focused development around local centres. All four villages will be linked by Fastrack to provide a fast and frequent service to Ebbsfleet Central, Bluewater, Dartford and Gravesend. This area includes development consented under the Ebbsfleet Green and Eastern Quarry planning consents.

Northfleet Riverside

Ebbsfleet's adjacency to the banks of the Thames affords the opportunity for a number of exciting new waterside residential neighbourhoods to be developed along the embankment within the historic settlement of Northfleet. These areas will include residential and employment uses on former industrial land within the Northfleet Embankment East and West sites, with a focus on opening up continuous public access to the Thames and reconnecting with Gravesend to the East and the Swanscombe Peninsula and Dartford to the West.

Swanscombe Peninsula

This dramatic sweep of land to the north of Swanscombe lies between Ingress Park and Northfleet, and is the site being considered for the emerging London international theme resort.

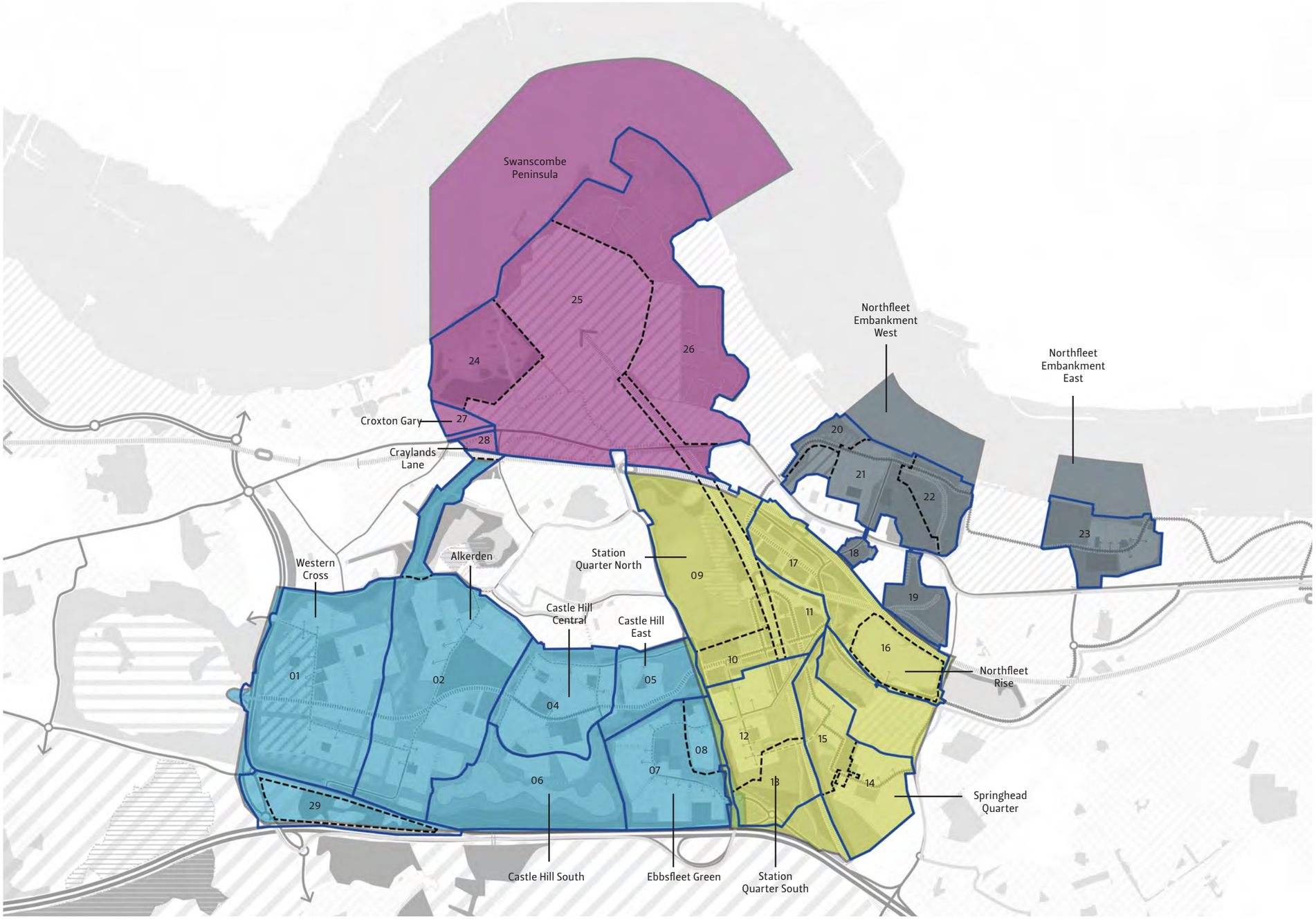
Approach

In reviewing development proposals being brought forward under existing consented parameters EDC will seek to ensure:

- A high quality residential design taking into account minimum internal space standards and efficient use of land;
- An architectural response that is focused on the specific requirements of each site; and
- Appropriate densities reflecting proximity to public transport and local centres.

In reviewing revisions or alterations to existing consents EDC will:

- Seek to maximise development quantum through efficient masterplanning;
- Retain principles for local centres that are not defined by car-dependent development;
- Seek to retain existing landscape, water and topographic features to avoid significant land works; and
- Ensure retention of an accessible public transport spine.



Framework Site References

Area	Site references
Strategic Area 1: Castle Hill, Western Cross, Alkerden and Ebbsfleet Green	
Eastern Quarry	01,02,03,04,05,06
Western Cross	01
Alkerden	02,03
Castle Hill Central	04
Castle Hill East	05
Castle Hill South	06
Ebbsfleet Green	07,08
Strategic Area 2: Ebbsfleet Central	
Station Quarter North	09,10,11
Station Quarter South	12,13
Springhead Quarter	14,15
Northfleet Rise	16, 17
Strategic Area 3: Swanscombe Peninsula	
Craylands Lane	28
Croxton Gary	27
Swanscombe Peninsula	24,25,26
Strategic Area 4: Northfleet Riverside	
Northfleet Embankment West	18,19,20,21,22
Northfleet Embankment East	23

4.1 Ebbsfleet Central

Ebbsfleet central lies at the heart of Ebbsfleet, surrounding the International Train Station.

Site Description

Ebbsfleet Central lies in the centre of Ebbsfleet River valley. with Ebbsfleet International Station forming a central focus for the area. Surrounding the station are potential development parcels including surface parking and filled areas, some of which is used for open space. Ebbsfleet River runs south to north, and Blue Lake sits on the eastern boundary, and forms part of the Ebbsfleet Marshes local wildlife site. Northfleet Waste Water Treatment works lies immediately south of Blue Lake. The Springhead Quarter lies in the south eastern segment of the Ebbsfleet and has been subject to initial residential development.

Planning policy

Development within this area will need to take into account the following principle planning policies (which are further detailed in Chapter 1) and where a consent has already been granted the associated constraints and requirements of that consent.

Dartford Borough Council Core Strategy (2011)

Ebbsfleet to Stone Priority Area (Policy CS4) and Ebbsfleet Valley Strategic Site (Policy CS5)

Of the four sites that make up Ebbsfleet Central, those that sit in Dartford Borough (Station Quarter North and South) form part of the Ebbsfleet Valley Strategic Site (Policy CS5) along with Eastern Quarry and Ebbsfleet Green. These sites are also located in the eastern end of the Ebbsfleet to Stone Priority Area (Policy CS4). Development must take into account the transformation ambition set out within these strategic policies.

Gravesham Local Plan Core Strategy (2014)

Ebbsfleet (Gravesham) Opportunity Area (Policy CS06)

The Ebbsfleet Central sites that are located in Gravesham Borough (Springhead and Northfleet Rise) sit within the Ebbsfleet (Gravesham) Opportunity Area (Policy CS06) which sets out the ambition is a high quality, sustainable, mixed use development in line with the long-standing strategy to create a major business district at Ebbsfleet.

As part of Gravesham's Policy CS06, the Ebbsfleet Central area falls into the following 'Key Sites', each comprising their own policy requirement:

- Key Site 1.1 – Swanscombe Peninsula East Undeveloped Area
- Key Site 1.3 – Grove Road and Lower Ebbsfleet Area
- Key Site 1.4 – Old Northfleet Residential Extension
- Key Site 1.5 – Northfleet Cement Works Regeneration Area
- Key Site 1.8 – Northfleet Embankment East Regeneration Area

Development management policy

Both Borough's are in the process of preparing new 'development management' policy. Until then, saved policies remain applicable (Dartford's 1995 Local Plan Saved Policies and Gravesham's 1994 Local Plan First Review).

01

02

03

04

01 Ebbsfleet International
View of eastern entrance to Ebbsfleet International Station –a major anchor – the opportunity is yet to be fully realised

02 Railway Infrastructure
View looking south along International train line towards Ebbsfleet International Station. The trainline present a major barrier to movement across the site at present.

03 Aerial view looking north-west
Over Ebbsfleet Central area.
The scale of surface parking is significant. There is a requirement to re-provide the existing car spaces (5,513 spaces) and find spaces for a further 3,487 spaces when demand requires them.

04 View looking north east
Over Castle Hill, Station and Northfleet. Credit: Land Securities and Erith).

Ebbsfleet Central: Current Condition
Aerial photograph of the existing Ebbsfleet Central area.

Scheduled Monument

Landfill Site

Archaeological Site of Special Scientific Interest

International High Speed 1 Station and Road Bridge

Surface car parking subject to 'lift and shift' provision.

Heritage and Habitat Designations

Within Ebbsfleet Valley, there are a number of locations where environmental and heritage designations potentially constrain development. Requirement for north–south ecological corridors through this strategic development site.

Northfleet Station

Northfleet Rise – subject to Enterprise Zone designation

Significant rail infrastructure

Blue Lake presents landscape and recreation feature connected to the central area

Plaza bridge which is already in place provides future opportunity for greater connectivity

Northfleet waste water treatment works

Ebbsfleet River – significant ecological and archaeological corridor

First phase of Springhead Quarter (298 units built)

Existing development proposals

Existing development proposals across Ebbsfleet Central include outline consented quarter masterplans, and a limited number of reserved matters/detailed applications, which are set out in the schedule and map (right).

A flexible outline consent was granted in 2002 comprising 789,550 sqm as a total maximum floorspace quantum, as well as maximum floorspace quantum across the four quarters.

Identified opportunities within the consented masterplan include:

- The connection between Ebbsfleet and Northfleet train stations, and the potential of future metro/Crossrail services on North-Kent line;
- Northfleet Rise' location as a hub between two stations is not capitalised upon;
- Opportunities to improve connectivity between Station Quarters, and adjoining neighbourhoods;
- Developed prior to plans for the London international theme resort, and thus no consideration of the potential impact of the project and its access roads on the central area; and
- The Fastrack route could further optimise passenger catchments.

Opportunities and Constraints

The map on the following page outlines the key opportunities and constraints associated with the Ebbsfleet Central area. The main points to consider are:

- Consent in place for significant commercial-led development;
- Springhead Quarter has been the only area subject to development;
- Significant opportunity for high density residential and commercial development making the most of proximity to the International Station;
- Significant opportunity for alternative anchor land uses in this location including cultural, health, higher education and employment generating uses;
- Part of the Northfleet Rise site is designated as part of the North Kent Enterprise Zone;
- Blue Lake provides significant landscape amenity to be better integrated into the area;
- Need to re-provision 5500 station parking spaces (up to 9000 in total) within multi-level parking structures to free up development land;
- Landfill site presents opportunity for further consideration for landscape and leisure related uses;
- Constrained by existing topography, power-lines, transport and utilities infrastructure and ecological and heritage areas but considerable potential as a transport interchange;
- Innovation opportunity within Northfleet Rise to kick start commercial office demand and establish a higher-education presence to attract new occupiers to Ebbsfleet.

MAXIMUM PARAMETERS

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
Ebbsfleet Central	**EBBSFLEET OUTLINE** *DA/96/00047 and GR/96/0035 Overall land use maximums equal to quarter maximas*	**789,550**	**330,000 (3,384 dwellings)**	**455,000**		**147,000**			**21,500**
	Station Quarter North QMP *DA/08/00577/EBQNC (Maximum Parameters)*	339,000	90,000 (930 dwellings)	200,000		92,000 Of which: Retail - 12,000sqm; Hotels - 24,750sqm			2,000 (including 500 sqm local 'A1' shops)
	Station Quarter South QMP *DA/06/01045 (Maximum Parameters)*	250,000	135,000 (1,390 dwellings)	130,000		23,000 Of which: Retail - 3,500sqm; Leisure/entertainment - 3,000sqm			2,500 (including 750 sqm local 'A1' shops)
	Northfleet Rise *Northfleet Rise 2012 revision of GR/96/0035*	167,000	15,000 (164 dwellings)	120,000		30,500 Of which: Retail - 2,400sqm; Leisure - 2,000sqm			7,000 (including 350 sqm local 'A1' shops)
	Springhead Quarter *Springhead Quarter 2012 revision of GR/96/0035*	100,000	90,000 (900 dwellings)	5,000		1,500 Of which: Retail - 500 sqm; Leisure - 500sqm			10,000 (including 500 sqm local 'A1' shops)
	Springhead Quarter Phase 1 (GR/2006/0454)		388 dwellings consented (Phase 1a and 1b equal to 377)						
	Springhead Quarter Phase 2A (GR/2011/0606)		123 dwellings						
	Springhead Quarter Phase 2B		124 dwellings						
	Springhead Quarter Phase 3		174 dwellings						

Ebbsfleet Central: Development Schedule

This schedule outlines existing permissions and proposals across the Ebbsfleet development area. Those quantums that represent a 'maximum parameter' as part out an outline permission are clearly highlighted in the far left column.

Existing Communities
Integration with existing development and communities is a major challenge for any new development at Ebbsfleet Central.

A226 Thames Way
Safeguarded for dualling.

Existing Transport Infrastructure
Existing rail infrastructure, car parks and roads, particularly around Ebbsfleet International, present a number of challenges to development.

Land Contamination
The landfill site, located to the west of Ebbsfleet International Station, occupies a large piece of strategically important land and is a constraint to development around the station.

Station Car Parking
Provision to shift current car parking into appropriate parking structures to facilitate mixed use development.

Power Lines
Visually, and in terms of the easements required, power lines impact upon potential development areas across Ebbsfleet Central.

Proposed London
The proposed insertion of a link road to proposed London , from the A2, has the potential to further reinforce the existing division of Ebbsfleet Central into isolated parcels.

Heritage and Habitat Designations
Within Ebbsfleet Central, there are a number of locations where environmental and heritage designations potentially constrain development. The significance of archaeological assets also means that the planting of trees may be difficult in some areas due to root disturbance.

A2(T) Corridor / Ebbsfleet Junction
Along the southern boundary, noise and air quality issues present a potential constraint to development.

Ebbsfleet junction capacity is also a major constraint to development and may require further land take.

Ebbsfleet Central: Opportunities and Constraints

Key

- Ebbsfleet Development Corporation Area
- Woodland
- SSSI
- Scheduled ancient monument
- Accessible green space
- Northfleet landfill
- Local wildlife site
- Flood zone 3
- Noise / AQ issues
- Ebbsfleet International railway station carpark
- Railway station
- Water body – ecological quality
- Public right of way
- National sustran
- Overhead power line
- Power line easement
- Road network
- Railway
- Inland water
- Archaeological potential
- Topography (5m)

Ebbsfleet Central

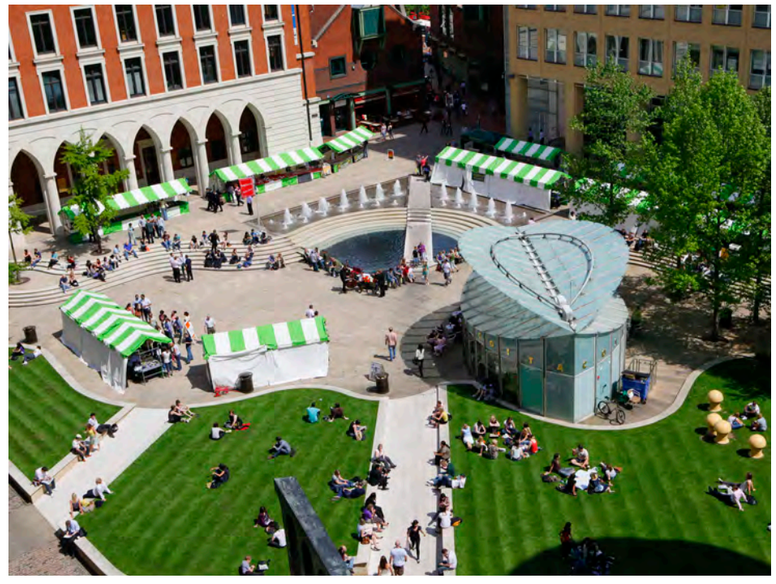
Ebbsfleet Central will become a dynamic new heart for Ebbsfleet, a major commercial hub and a centre of excellence for medical, education and learning. This dynamic focus of uses will be supported by a diverse mix of residential, health and leisure uses, with associated bars, restaurants and convenience shopping to support active and lively streets.

EDC's ambition for Ebbsfleet Central is as follows:

- To create an urban heart for the Ebbsfleet that is complimentary to the offer provided at Dartford and Gravesend town centres and Bluewater Regional Shopping Centre.
- A commercial core will be created through attracting a diverse range of employment opportunities, maximising the Enterprise Zone status. Flexibility will be retained to encourage inward investment targets including medi-tech, bio-sciences and tech sectors.
- Provision of city-wide social infrastructure including health facilities, a potential secondary school and higher education.
- A transport hub will be developed connecting Ebbsfleet International and Northfleet Stations, providing interchange with Fastrack and local bus network as well as the potential requirement to accommodate potential LPER arrivals and departures at the station. Pedestrian and cycle linkages will be improved from surrounding communities, in particular Swanscombe and Northfleet. Improved cycle facilities will be encouraged as part of the hub.
- High density urban development will be sought in this area providing a range of job, homes, community and cultural facilities.
- Major new parks will be developed around "Ebbsfleet Central Park" on the former Bakers Pit, along Ebbsfleet River and around the Blue Lake.
- High density residential development will be promoted in Station Quarter North and South, which may introduce new formats such as Starter Homes and the Private Rented Sector (PRS) not within the current consent.
- Provision of utilities infrastructure, including proposed "utility hub" and consideration of potential centralised heating, cooling and energy networks.
- To ensure consistent public realm and building interface with the wider Ebbsfleet area to encourage consistent sense of place and orientation to the surrounding area.
- To improve connectivity into and through the area, including provision of Springhead Bridge, bringing the "Ebbsfleet Plaza" bridge into use and considering further pedestrian and cycle connections to overcome severance created by rail, river and topography.
- To facilitate the re-provision of 5,500 parking spaces for Ebbsfleet International (and provide for up to 9000 in total) through architectural solutions including multi-storey and under-croft parking solutions that are concealed within the urban realm.
- To consider the potential for additional development platforms through repositioning of Thames Way facing onto the Blue Lake and Northfleet Waste Water Treatment Works.
- Provision of local centres to serve new communities in Station Quarter North and South, and Northfleet Rise, served by the Fastrack network and connected to the Commercial Core/Transport Hub by high quality walking and cycling routes.

Kings Cross Central, Camden

A mature transport interchange has spurned extensive redevelopment, providing a catalyst for a range of uses to sit side-by-side in one of the UK's most significant industrial heritage sites. A network of public open spaces – streets, lanes, squares and parks – permeate the urban blocks and make connections beyond the site.



Brindley Place, Birmingham

Widely acknowledged as a model for city centre regeneration, Brindley Place is a multi-award winning office-led mixed-use development located on the western side of Birmingham's Central Business District. It comprises 20 buildings set around three lively squares, including 30 high quality cafés, bars, shops and restaurants and other amenities.

The Vision for...
Ebbsfleet Central

Key

- Residential
- Commercial mixed use / Integrated parking
- Local centre
- Education
- Community
- Mixed use retail, education and community
- Potential floating homes
- London Resort road route alignment for further investigation
- London Resort road route underground alignment for further investigation
- Road network
- Railway corridor
- Railway station
- Fastrack corridor
- Fastrack corridor for further investigation
- Natural Landscape
- Open space
- Public realm/square/promenade
- Topographical feature
- SSSI
- Waterway/Lake
- Wetland
- Green corridor/street
- Key pedestrian and cycle way (on Site)
- Key pedestrian and cycle way (off Site)
- Waste Water Treatment works

Access and movement

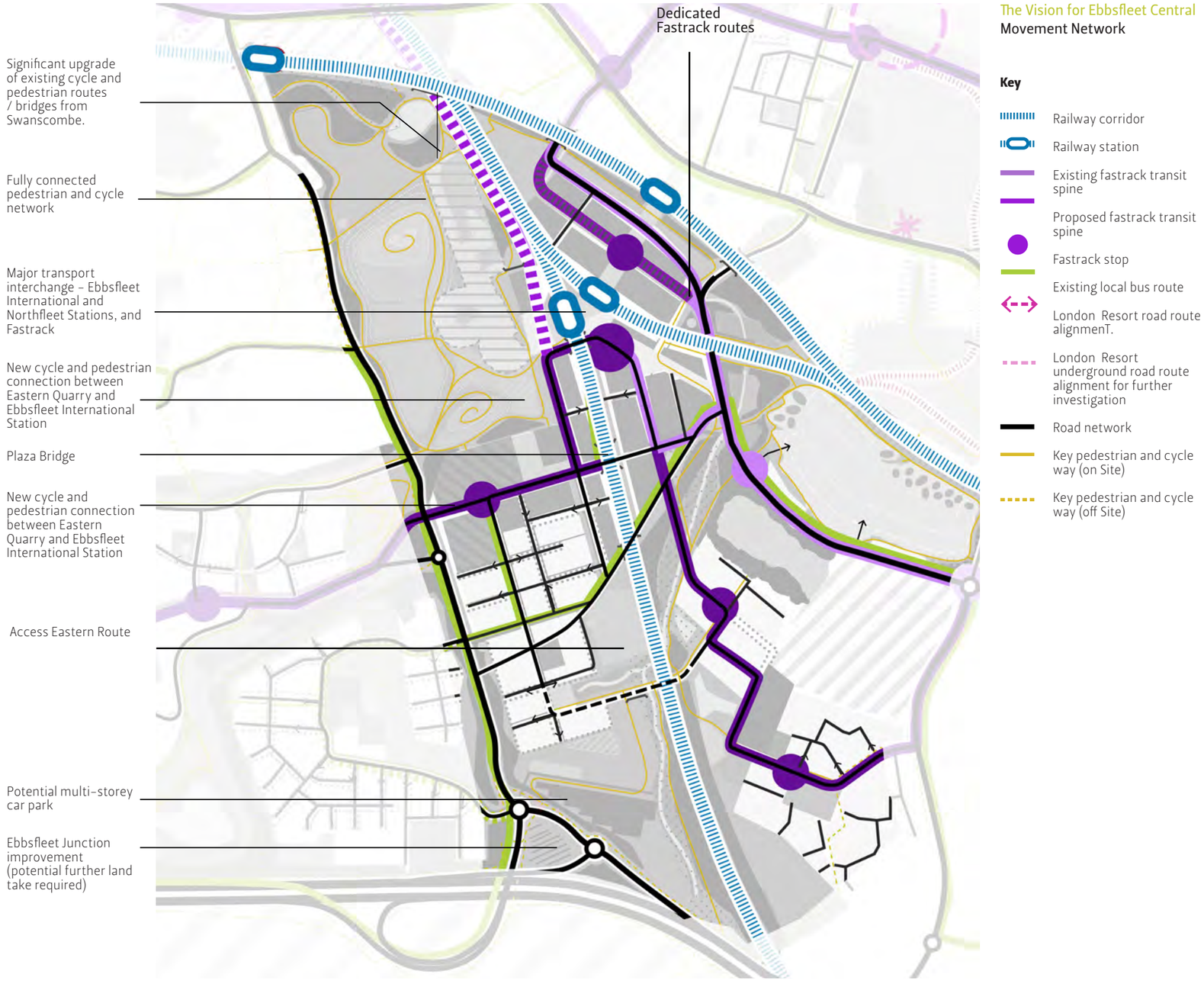
The road and public transport network, and pedestrian/cycle connections, are shown in the diagram. The main components of this network include:

- Creation of an 'Ebbsfleet Hub' interchange between the two stations and with Fastrack routes through imaginative building design and facilitating/encouraging the use of the enhanced rail and the public transport network in the area.
- Completion of strategic road schemes, specifically the improvement of the A2 Ebbsfleet junction accommodating this level of development.
- Development of a series of local road improvements to accommodate development including Southfleet Road and Thames Way. Proposals should retain and enhance the road links through the centre along the A2260 and A226 to serve the wider area.
- Measures to accommodate Fastrack routes including Springhead Bridge and access to the station.
- Facilitation of dedicated Fastrack routes, along the main transit spine between Bluewater, Ebbsfleet Hub interchange, Northfleet Embankment and Gravesend.
- Provision of up to 9,000 car parking spaces associated with the International Station in order to create new development parcels in this area. Where possible these spaces should be dual use to support the wider commercial centre. It is envisaged that these spaces will be accommodated as an integral part of the built form within multi storey, under-croft or under-ground structures at appropriate locations within the Ebbsfleet Central area. This will be subject to further feasibility and architectural design.
- Consent for further 12,000 spaces as part of the Ebbsfleet scheme, and the reality that these themselves will be split between designated and non-designated spaces.
- Significant new and upgraded pedestrian and cycling connections directly to the transport hub formed by Ebbsfleet and Northfleet station. Particular focus on improved connections from Swanscombe, Northfleet, Springhead (via new bridge), Ebbsfleet Green and Eastern Quarry sites and within these sites.
- Additional pedestrian and cycle connection over London Road and rail lines to unlock access to Swanscombe Peninsula should be provided at the northern edge of the site.
- Potential 'vertical' connections provided for cyclists and pedestrians where the topography of the quarry limits movement and accessibility for these modes.

Issues for further consideration

London Access Route

London currently proposes a dedicated access route through this area which will comprise up to 4 lanes of dedicated highway. This highway would run alongside the HS1 rail line, and would require decking to facilitate implementation of the existing consented scheme, provide a comprehensive development platform and ensure the level and quality of connectivity commensurate with this central location.


Dedicated Fastrack routes
Significant upgrade of existing cycle and pedestrian routes / bridges from Swanscombe.
Fully connected pedestrian and cycle network
Major transport interchange – Ebbsfleet International and Northfleet Stations, and Fastrack
New cycle and pedestrian connection between Eastern Quarry and Ebbsfleet International Station
Plaza Bridge
New cycle and pedestrian connection between Eastern Quarry and Ebbsfleet International Station
Access Eastern Route
Potential multi-storey car park
Ebbsfleet Junction improvement (potential further land take required)

The Vision for Ebbsfleet Central
Movement Network

Key

- Railway corridor
- Railway station
- Existing fastrack transit spine
- Proposed fastrack transit spine
- Fastrack stop
- Existing local bus route
- London Resort road route alignmenT.
- London Resort underground road route alignment for further investigation
- Road network
- Key pedestrian and cycle way (on Site)
- Key pedestrian and cycle way (off Site)

Centres and community facilities

Focused around the key transport interchange, Ebbsfleet Central will become the key focus for activity, employment, education, community and culture.

Located in proximity to new neighbourhoods and along the transport spine, four new local centres will be located at Station Quarter North and South, Springhead Quarter and Northfleet Rise. The centre at Station Quarter North will be of a size and critical mass required to attract commercial uses and services that meet the needs of residents, as well as being closely integrated to a new strategic education and community hub.

The following core community facilities have been consented in line with existing development proposals at Ebbsfleet:

- Three early years nurseries incorporated within primary school provision;
- A 2 FE Primary School is identified in the masterplan for Springhead Park.
- Provision of an adult education centre;
- Provision for a health centre space capable of accommodating up to 8 GPs;
- Two community centres (approximately 200 sqm each) to include space for museum and day care facilities for the elderly. A community centre at Springhead has already been delivered;
- New library provision;
- Two places of worship, one of which has already been delivered at Springhead;
- One. multi purpose sports centre (minimum floorspace of 600 sqm); and
- Three playing fields.

Emerging ambitions include:

- Further consideration of additional 6 FE Secondary School within Ebbsfleet Central environs.
- Further consideration to provide a strategic health facility and related university accommodation within Station Quarter North or Northfleet Rise, subject to further dialogue with Dartford, Gravesham and Swanley CCG.

Northfleet Rise
Mixed-use quarter, including parking and local centre integrated into the commercial core
Ebbsfleet Central
Commercial uses focused adjacent to Ebbsfleet International
Station Quarter North
Mixed-use centre incorporating strategic education and community hub, potential medical centre of excellence, and local centre.
Station Quarter South
Co-located with community and leisure provision
Springhead Quarter
Local Centre: co-located with 2 FE primary school and community provision

The Vision for
Ebbsfleet Central Centres and Community Facilities

Key

- Ebbsfleet Central commercial centre
- New Local Centre
- Existing Local Centre
- Education
- Mixed use retail, education and community

Open space and landscape

Ebbsfleet Central will have a number of significant areas of open space providing a regional function. This will include "Ebbsfleet Central Park", "Blue Lake" and "Ebbsfleet River Park".

These major spaces will be connected by high quality streets and public realm. A major new broad street will be created to provide a direct link and interchange between Ebbsfleet International, domestic and Northfleet rail stations.

Further parkland and public realm will be created throughout the area as an integral part of development, to provide at least 30% of the Ebbsfleet Central area as open space.

The following green infrastructure has been consented in line with existing development proposals:

- Four local parks of at least 1 ha each (1 already provided at Springhead);
- Three neighbourhood play areas of at least 0.6 ha each (1 already provided at Springhead);
- Twelve local play areas of at least 0.2 ha each (2 already provided at Springhead); and
- Four allotments of at least 0.25 ha each.

In meeting requirements and mitigating impact of any additional growth, the following should be considered:

- Long distance views of the Kent countryside;
- Long distance views from the Kent countryside, and Eastgate;
- Conspicuous electricity pylons to the west;
- Low-lying wetland/marsh areas around the Ebbsfleet River;
- Divisive large scale road and rail infrastructure criss-crossing the area;
- Blue Lake - a large permanent water body to the east;
- Tree topped chalk spines;
- Ongoing development of Springhead Quarter;
- Development must be sensitive to ecological and hydrological features around the Ebbsfleet River. Any realignment of the Ebbsfleet river will be subject to detailed hydrological, ecological and topographical surveys and studies, and developed in partnership with the relevant agencies.

Open space and landscape provision will need to take account of the man-made nature of the landscape and management of ecological and heritage assets should be integrated. This is particularly relevant in the Ebbsfleet River corridor where important archaeological remains are preserved in the alluvial deposits along the course of the river and at Springhead. Liaison with Natural England, Historic England, Environment Agency and Kent County Council Heritage Conservation will be required in the development of detailed proposals.

Urban river park
Floating wetland habitats
New connection towards Swanscombe Railway Station
Enhanced existing water bodies
River Ebbsfleet
Protected/enhanced Scheduled Monument and SSSI
Viewing platform at high point
Terracing of existing landforms to create opportunities for sports and recreation
Viewing platform at high point
New public realm opportunities linked to centres
North-south ecological corridor
Sports pitches
Managed/limited access through ecological sensitive areas
Play hub
Gateway landform feature utilising construction arisings and mitigating acoustic impact from adjacent roads
Area of existing wet woodland/ carr

The Vision for Ebbsfleet Central
Open Space and Landscape

Key

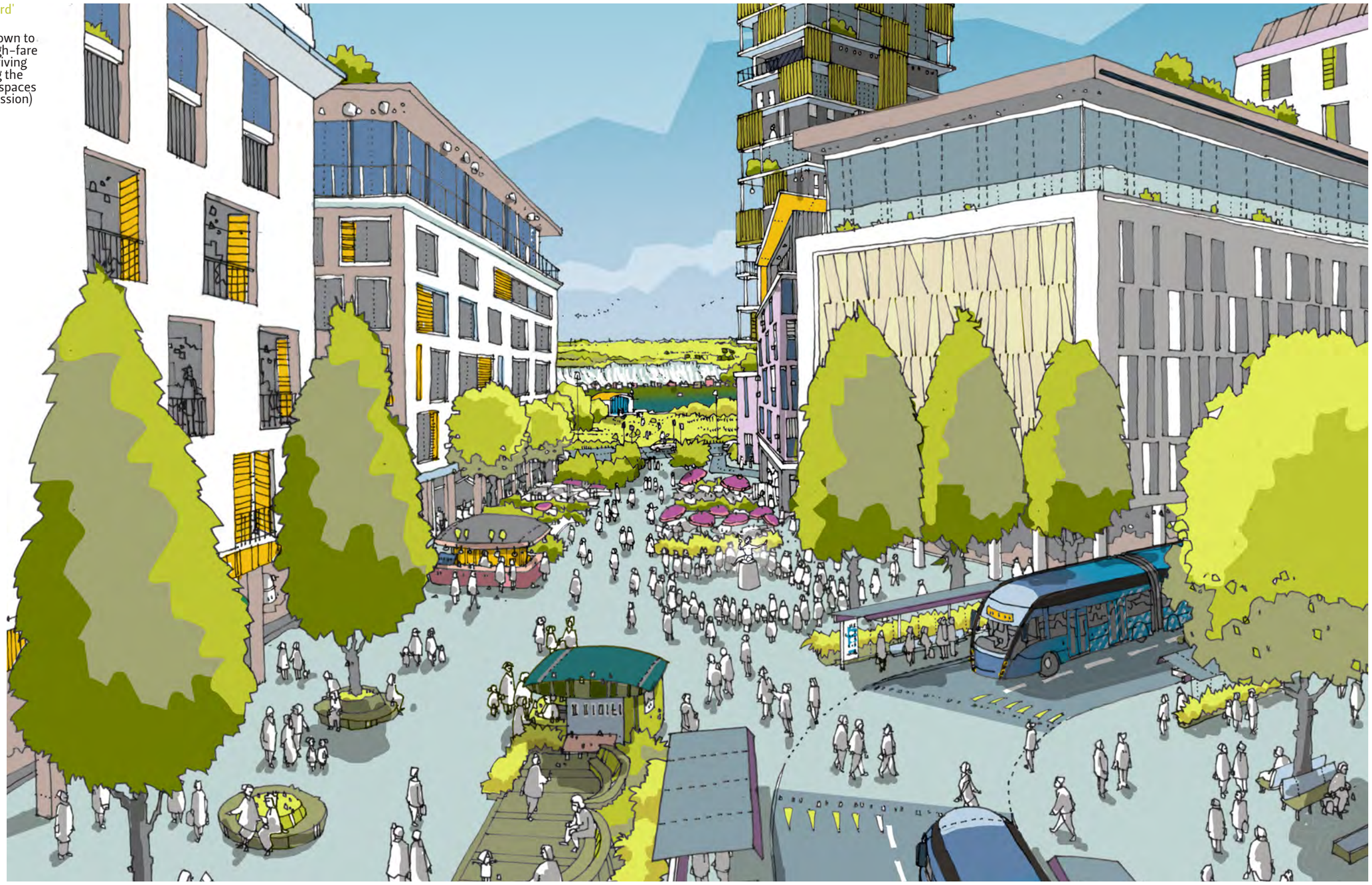
- Natural landscape
- Open space
- Environmental sensitive area
- Public realm/square/promenade
- Development area
- Topographical feature
- Playing fields
- Neighbourhood play/Play hub
- Local play/Multi-use games area (MUGA)
- Allotments
- SSSI
- Feature (stair / ramp / bridge / pier / lift)
- Waterway/lake
- SuDs/water management infrastructure (subject to further investigation)
- Wetlands
- Cycling friendly street
- Key pedestrian and cycle way (on Site)
- Key pedestrian and cycle way (off Site)
- Overhead power line (exclusion zone 50m)

The Vision for Ebbsfleet Central

Looking south-east from the top of Ebbsfleet Central Park towards the rolling hills of the Kent countryside. The new mixed-use office hub in Northfleet Rise wraps around Ebbsfleet International to the left. (Artists impression)

The Vision for 'Blue Lake Boulevard'

View looking south-east from Ebbsfleet International Station down to Blue Lake. This key public through-fare provides an iconic view when arriving at Ebbsfleet International, linking the centre with the fantastic leisure spaces around Blue Lake. (Artists impression)

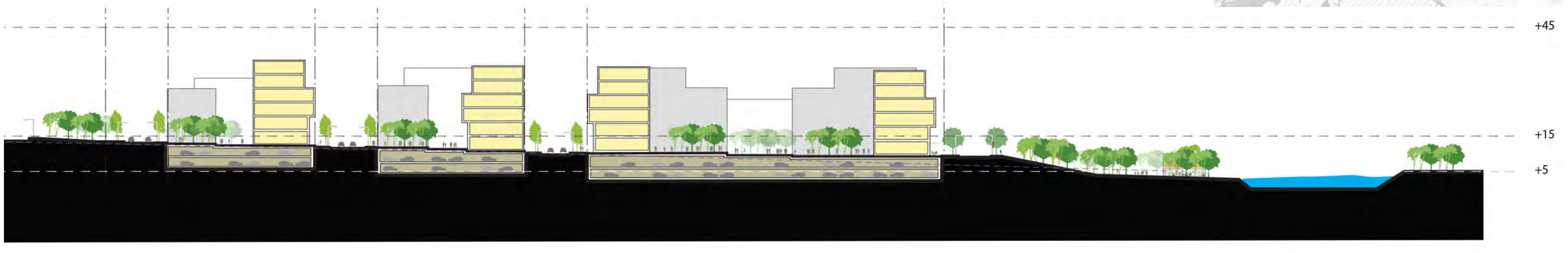


The Vision for Ebbsfleet Central

Cross section through Northfleet Rise illustrating how parking could be accommodated within the changes in land form

The Vision for Ebbsfleet Central

Medium density housing in Station Quarter South.



The Vision for Ebbsfleet Central

Northfleet Rise, looking down the principal public space towards Ebbsfleet International. This major new pedestrian boulevard will connect Northfleet and Ebbsfleet train stations, and form the centre-piece of Northfleet Rise, creating a nexus between the Fastrack route and Ebbsfleet Central. (Artists impression)

This section identifies major projects within Ebbsfleet Central that will catalyse the transformation of the area.

Priority Interventions

The priority interventions identified for Ebbsfleet Central are set out in the table and on the plan opposite:

Ref	Project
A	Co-develop the initial phases of parking re-structuring to create development platforms in Northfleet Rise and Station Quarter's North and South
B	Deliver Springhead bridge to improve eastern road connectivity.
C	Scope first phase of utility corridors / utility hub
D	Deliver enhancements to key pedestrian/cycling connections as part of Northfleet Station redevelopment.
E	Develop planning for Central Park on land-fill site
F	Investigate opportunity for creating development platforms adjacent to Blue lake through realignment of Thames Way.
G	Investigate approach to providing public access and managing health and safety issues around Blue Lake
H	Create platforms for starter homes and PRS as part of mixed-use development
I	Provision of Fastrack corridor
J	Potential for leisure and recreation as well as education, civic or cultural buildings on the lake.
K	Potential interchange to accommodate LPER arrivals and departures at the station.
L	Upgrade to Swanscombe Station to increase access and capacity.

The Vision for Ebbsfleet Central

Within Northfleet Rise, a vibrant new commercial centre is laid out along the Ebbsfleet River Park.

A landmark new boulevard crosses the river from left to right, connecting Ebbsfleet International with Northfleet Station and a Fastrack hub, creating a transport interchange at the heart of the commercial centre.

Bars and restaurants open out onto the river park below offices, hotels, educational buildings and quality new medium-rise apartments.

(Artists impression)

Eastern Quarry and Ebbsfleet Green

A series of urban villages connected to Ebbsfleet Central and characterised by exemplary urban form with high quality open space, social infrastructure and service provision.

Site Description

Eastern Quarry is a former chalk quarry that includes areas of landscape and waterscape and initial infrastructure to support development. Residential development has commenced to the east of the site. The site is broadly split into three character areas currently known as Castle Hill (to East of site), Alkerden broadly in the centre of the site, and Western Cross at the western end of the site adjacent to Bluewater.

Ebbsfleet Green is a gateway site to the north of the A2(T) and includes the decommissioned Northfleet West Grid Sub-Station. The site is currently being brought forward by Redrow for residential led development.

Planning policy

Development within this area will need to take into account the following principle planning policies (which are further detailed in Chapter 1):

Dartford Borough Council Core Strategy (2011)

Ebbsfleet to Stone Priority Area (Policy CS4) and Ebbsfleet Valley Strategic Site (Policy CS5)

Both Eastern Quarry and Ebbsfleet Green form part of the Ebbsfleet Valley Strategic Site (Policy CS5). These sites are also located in the eastern end of the Ebbsfleet to Stone Priority Area (Policy CS4). Development must take into account the ambition set out within these strategic policies.

Development management policy

Dartford Borough Council is also in the process of preparing their Draft Development Policies (Publication Document and Policies Map) (2016). These policies have now been formally adopted ahead of examination (with the exception of two specific policies)

Along with the adopted local plan (Core Strategy, 2011), the Development Policies Document and policy map will provide the complete development plan for Eastern Quarry and Ebbsfleet Green. Until then, current development management is determined by the 1995 Local Plan Saved Policies.

01

02

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01 Historic use
Aerial view of Eastern Quarry looking eastwards during chalk extraction in early 2000's.

02 / 03 Wash Mills
Existing platforms used for quarry operations may be suitable for higher density development overlooking the lakes in the western end of site.

04 Aerial view
Looking north westwards and Illustrating site's context with adjacent Swanscombe and River Thames.

05 Ebbsfleet Green
View looking north towards power-lines.

Craylands Gorge
Future site vehicular access from roundabout on St Clement Way
Lake of standing water created by cessation of Quarrying and associated pumping
Tunnel to Bluewater
Washmills Area
Site access from Watling Street
Bean Triangle – protected green belt with opportunity for landscape enhancements
A2(T)
Ward Homes first phase of development
Charles Church (Persimmon) and Circle consent.
Proposed Fastrack Route through Castle Hill
Land Securities Observatory
Existing Pumping Station to be retained
Cliff
Parkland Landscape and water
Existing Access Point
Former Sub Station Site

Eastern Quarry and Ebbsfleet Green: Current Condition

Aerial photograph of the existing Eastern Quarry and Ebbsfleet Green areas.

Existing development proposals

Existing development proposals across the Eastern Quarry and Ebbsfleet Green include outline consented area masterplans and more recent reserved matters/detailed applications, all of which are set out in the schedule (right).

Opportunities and constraints

The map on the following page outlines the key opportunities and constraints associated with Eastern Quarry and Ebbsfleet Green. The main points to consider are set out below:

Eastern Quarry

- Castle Hill development is underway, with Phase 1 Castle Hill under construction and detailed consents emerging in Castle Hill Central.
- Considerable landscape character, ecological value, protected habitats and species across the site with varied topography and views, and existing landscape features such as chalk cliffs and water.
- Requirement for complete remediation of site and land stability works (underway for Castle Hill area).
- Limited points of existing access into the site from Southfleet Road and Watling Street.
- Potential for access via Bluewater Parkway and via existing tunnel under Bluewater.
- Parkway to the Shopping Centre.
- Current Fastrack route is phased to be delivered in advance of development where feasible.

Bean Triangle

- Bean Triangle is outside of the Ebbsfleet Quarry area. This area lies to the south-west of the site between Watling Street and A2. It contains a range of existing uses and properties including a number of homes. It is green belt land, separated from the adjacent Eastern Quarry Strategic site by the A2 eastbound slip-road. Currently there are no further development initiatives on Bean Triangle.

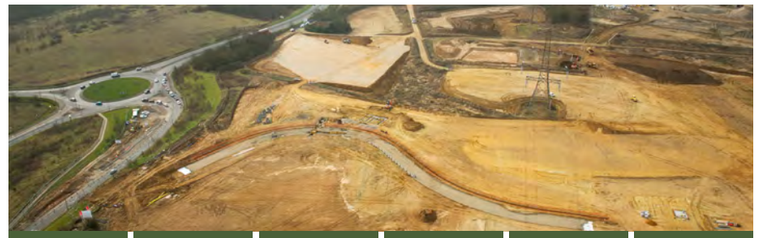
Ebbsfleet Green

- Existing consent for up to 950 homes, primary school, hotel and community facilities.
- Site requires significant ground re-profiling and noise attenuation.
- National Grid electricity pylons run through site.
- Potential for greater integration with surrounding developments through transport connections and green infrastructure.
- Phase 1 infrastructure and residential development approved.

Eastern Quarry

MAXIMUM PARAMETERS

Ebbsfleet Green



MAXIMUM PARAMETERS

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
Eastern Quarry	**EASTERN QUARRY OUTLINE** *(DA/03/01134) (Maximum Parameters)*	**870,000**	**646,500 (6,250 dwellings)**	**120,000**		**26,000** *Of which: A1 class - 16,900sqm*	**11,000**	**24,000**	**50,000**
	Castle Hill East *(DA/13/00422/EQCHC)*		25,000 (250 dwellings)						
	Castle Hill Village Phase 1 (13/00720/EQCHRM)		150 dwellings						
	Castle Hill Phase 3B (15/01748/ECLDON)		112 dwellings						
	Castle Hill Central *(DA/14/00584/EQCHC)*		285,000 (2,850 dwellings) (918 dwellings agreed in AMP)	2,000		2,500		2,000	9,000
	Castle Hill Village Phase 2 (15/01218/ECREM)		170 dwellings						
	Castle Hill Village Phase 2 (15/01229/ECREM)		125 dwellings						
	Castle Hill Phase 3A (15/01881/ECREM)		154 dwellings						
	Castle Hill South *(Draft)*		(380 dwellings)						
	Alkerden *Amended parameters under 12/01451/EQVAR Divided into Central Village and Peninsula*		290,000 (2,900 dwellings); Peninsula - 12,000 (120 dwellings)	60,000		25,000; Peninsula - 2,000	11,000	4,000; Peninsula - 21,000	35,000
	Western Cross *Amended parameters under 12/01451/EQVAR*		300,000 (3,000 dwellings)	80,000		2,500		2,000	9,000
Ebbsfleet Green	**EBBSFLEET GREEN OUTLINE** *DA/05/00308/OUT (Maximum Parameters)*		**950 dwellings**			**1,259**	**5,000**		**1,758**
	Ebbsfleet Green Phase 1		180 dwellings						

Eastern Quarry and Ebbsfleet Green: Development Schedule

This schedule outlines existing permissions and proposals across the Eastern Quarry and Ebbsfleet Green development areas. Those quantums that represent a maximum parameter as part of an outline permission are clearly highlighted in the far left column.

Existing Communities
Providing connections to other development and communities at Swanscombe, Greenhithe and Ebbsfleet Green will be a major challenge for new development at Eastern Quarry

Habitat and Ecology
Eastern Quarry is largely a cleared site, but along its margins there are areas of significant interest and quality in terms of ecology and habitat including Craylands Gorge

Archaeology and Heritage
Significant archaeological heritage across the area (including Palaeolithic sites at Ebbsfleet Green and Castle Hill).

Drainage and Flood Risk
Being low lying, Eastern Quarry has a number of locations where drainage issues need to be addressed – the management of water on site presents both a challenge and an opportunity

Western lake
This lake is the water-body which has been created after pumping ceased following completion of quarrying

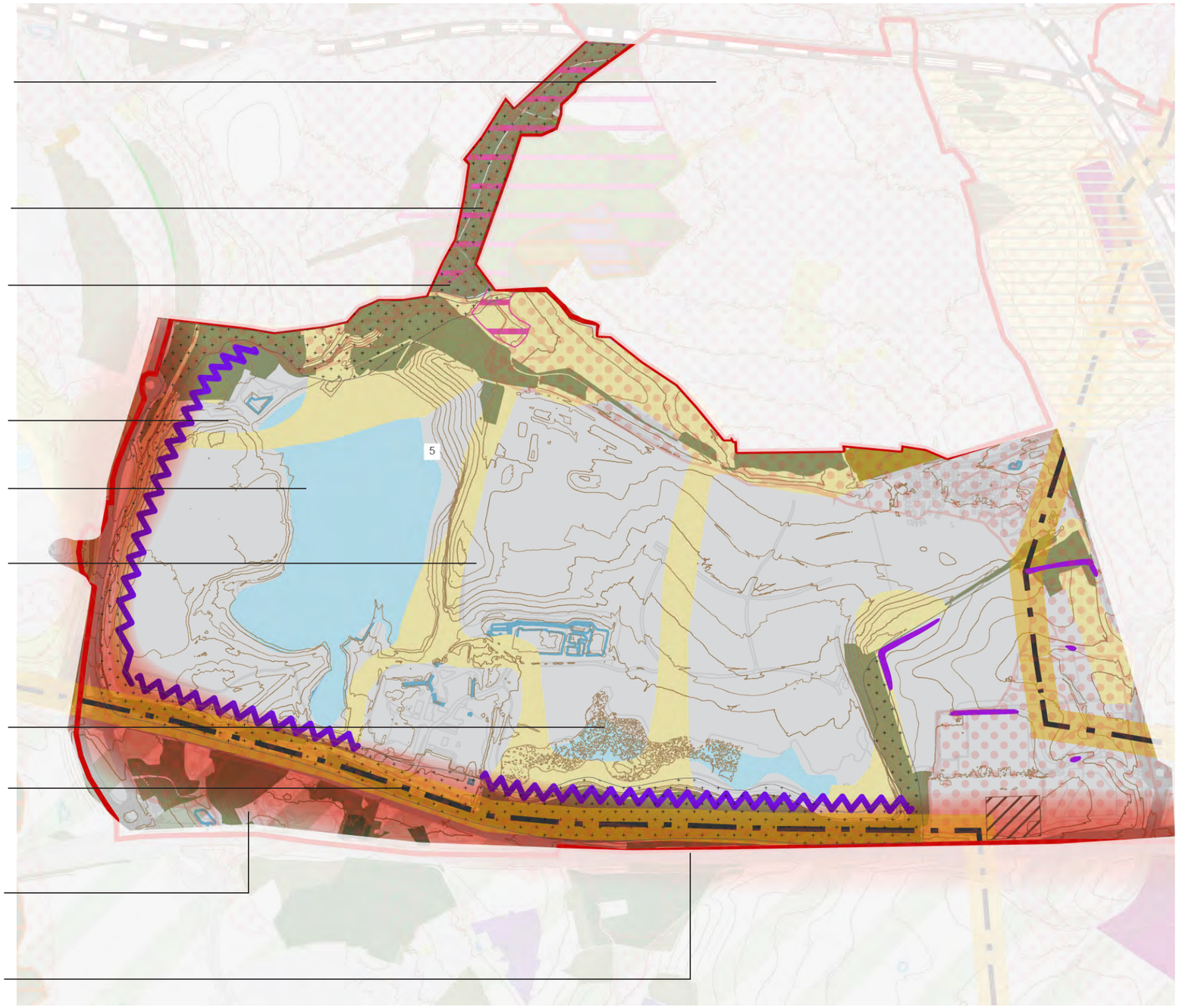
Topography
Within the Eastern Quarry and Ebbsfleet Green, and around their edges, topography presents challenges in terms of developable areas, with the cliffs to the south and west being one, important example. A 50 metre buffer zone is required adjacent to cliff faces to overcome issues such as rock fall.

Eastern Lakes
Eastern lakes has been built under the planning permission and is sealed and lined, and pumps surface water around Castle Hill

Power Lines
Visually, and in terms of the easements required, power lines impact upon potential development areas within Eastern Quarry and Ebbsfleet Green.

Bean Triangle
Green belt land, separated from the adjacent Eastern Quarry Strategic site by the A2 eastbound slip-road.

A2(T) Corridor
Noise and air quality issues present a potential constraint to development along the southern edge of Eastern Quarry



Eastern Quarry and Ebbsfleet Green: Opportunities and Constraints

Key

- Ebbsfleet Development Corporation Area
- Woodland
- Local wildlife site
- Noise / AQ issues
- Overhead power line
- Power line easement
- Inland water
- Archaeological potential
- Topography (5m)
- Area with dormouse and nest recorded
- Retained substation
- Ecological and natural reserve area
- Cliff setback

Eastern Quarry & Ebbsfleet Green

To the West of Ebbsfleet Central, Eastern Quarry and Ebbsfleet Green will form a constellation of vibrant urban villages set against the chalk cliffs and waterscapes of the former quarry.

Area guidelines

EDC's ambition for Castle Hill, Western Cross, Alkerden and Ebbsfleet Green is as follows:

Quality Homes and Neighbourhoods

- Maximise existing consents to deliver a combined total of upto 7,200 homes across both development sites (Eastern Quarry and Ebbsfleet Green).333
- Provide a diversity of housing types and tenures.
- Use the landscape to define scale, layout and distinctive identities for each of the 4 'villages'.
- To work with development partners to ensure development that is land efficient to maximise number of new homes delivered within the existing consent.
- Develop block structures, street layouts and building typologies that use the topography, to accommodate parking efficiently , and promote active, attractive and safe streets and public spaces.

Healthy Environments

- Work with the existing topographical, water, ecological and landscape features to create a unique and high value place to live and invest.
- Integrate within the city-wide green-grid to establish a connected network of landscapes and open spaces.
- Utilise water sensitive design approaches appropriate to the quarry location.
- Ensure high quality landscape and open spaces that provides a healthy environment for local residents.

Civic Community

- Establish four local walkable centres in accordance with the planning consent, providing day-to-day needs of local residents within walking distance of homes. To include a primary school, local retail, healthcare and other community facilities.
- To provide a new Secondary School and edcuation campus.

Connected People and Places

- To provide high levels of accessibility to public transport routes, with a dedicated public transport spine linking Ebbsfleet International to Bluewater, preferably via existing tunnels.
- To ensure clear connections between individual development sites, to ensure clarity and consistency of place, rather than a series of distinct housing areas.
- Establish a network of safe and attractive walking and cycling routes that link neighbourhoods to local centres, Bluewater, Swanscombe and Ebbsfleet Central.

Abode, Great Kneighton

Abode at Great Kneighton, the Group's major new housing scheme in Cambridge won a 2012 Housing Design Project Award. The scheme comprises 306 sustainable new homes designed by Proctor and Matthews Architects and forms part of a major new housing and mixed use community currently being developed in Trumpington, Cambridge

Horsted Park, Chatham Kent

Creating an exceptional living environment, Horsted Park provides medium density, high quality housing (approximately 60dph) set in a strong and protected green structure of mature trees.

Enhancement of Craylands Gorge as an ecological and heritage asset with potential managed public access
Fully connected pedestrian and cycle network
Improved connections to Bluewater and Dartford
Any alternative new access to current consented scheme subject to transport modelling
Alkerden Local Centre
Education Campus including Secondary School
Castle Hill Local Centre
Enhanced connections to Swanscombe
Ebbsfleet Green Local Centre
Western Cross Local Centre
Fastrack corridor
North-south ecological corridors
Alkerden and Western Cross to be subject to further masterplanning
Enhanced Connections south of the A2 to the green belt
Ebbsfleet Quarry Lakes Major Park
0
500m

The Vision for
Eastern Quarry and Ebbsfleet Green

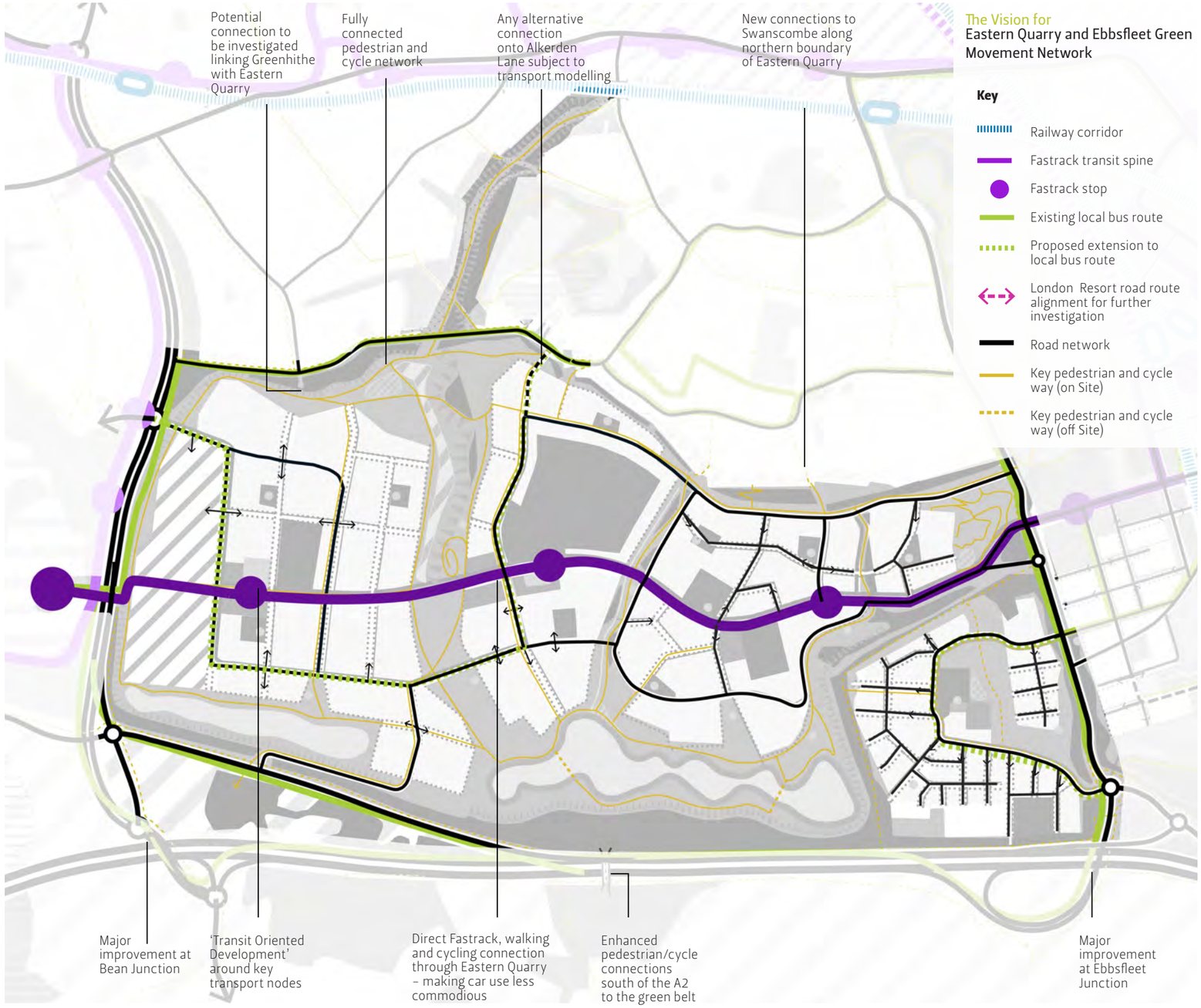
Key

- Residential
- Local centre
- Education
- Community
- London Resort road route alignment for further investigation
- Road network
- Fastrack corridor
- Natural Landscape
- Open space
- Environmental sensitive area
- Public realm/square
- Neighbourhood Play/Play Hub
- Local play/Multi-use games area (MUGA)
- Waterway/Lake
- Marsh
- Green corridor/street
- Key pedestrian and cycle way (on Site)
- Key pedestrian and cycle way (off Site)
- Pedestrian / cycle connection
- Mixed use (with residential)
- Cliff (exclusion zone 50m)
- Strategic open space with water management function

Access and movement

The road and public transport network, and pedestrian/cycle connections, are shown in the diagram. The main components of this network include:

- Completion of strategic road schemes outside of EDC boundary, and in particular the improvement of A2 Ebbsfleet and Bean junctions to accommodate the level of development proposed.
- Development of a local road hierarchy within Eastern Quarry incorporating the proposed Fastrack alignment including access points onto A296 Watling Street, B255 Mounts Road/Alkerden Lane and B254 Southfleet Road.
- Additional road schemes outside EDC boundary to accommodate growth includes the A226/B255 junction improvement.
- Facilitation of fully dedicated Fastrack route through Eastern Quarry. This could utilise Bluewater tunnels to allow the service to run seamlessly between Bluewater and Ebbsfleet station through Eastern Quarry such that all development is within easy walk of a Fastrack stop.
- The Fastrack route should have a consistent character through the area in accordance with the consented Eastern Quarry Area Masterplans , but should respond to different neighbourhoods, densities and services in proximity to Fastrack stops.
- Improved pedestrian and cycling connections directly along the Fastrack Transport Spine connecting to the transport hub and Bluewater, as well as linking with Swanscombe, Craylands Lane, Ebbsfleet Green, Castle Hill, Ebbsfleet Central and Dartford and Gravesham Town Centres.
- Additional pedestrian and cycle connection over the A2 slip road as required under the permission.


Potential connection to be investigated linking Greenhithe with Eastern Quarry
Fully connected pedestrian and cycle network
Any alternative connection onto Alkerden Lane subject to transport modelling
New connections to Swanscombe along northern boundary of Eastern Quarry
The Vision for
Eastern Quarry and Ebbsfleet Green
Movement Network
Key
Railway corridor
Fastrack transit spine
Fastrack stop
Existing local bus route
Proposed extension to local bus route
London Resort road route alignment for further investigation
Road network
Key pedestrian and cycle way (on Site)
Key pedestrian and cycle way (off Site)
Major improvement at Bean Junction
'Transit Oriented Development' around key transport nodes
Direct Fastrack, walking and cycling connection through Eastern Quarry – making car use less commodious
Enhanced pedestrian/cycle connections south of the A2 to the green belt
Major improvement at Ebbsfleet Junction

Centres and community facilities

Located in proximity to new neighbourhoods and along the transport spine, four new local centres will be located at Castle Hill, Alkerden, Western Cross and Ebbsfleet Green. Of these, Alkerden Centre will be of a size and critical mass required to attract commercial uses and services that meet the needs of residents, as well as being closely integrated with a new education campus.

The following core community facilities have been consented in line with existing development proposals at Eastern Quarry and Ebbsfleet Green:

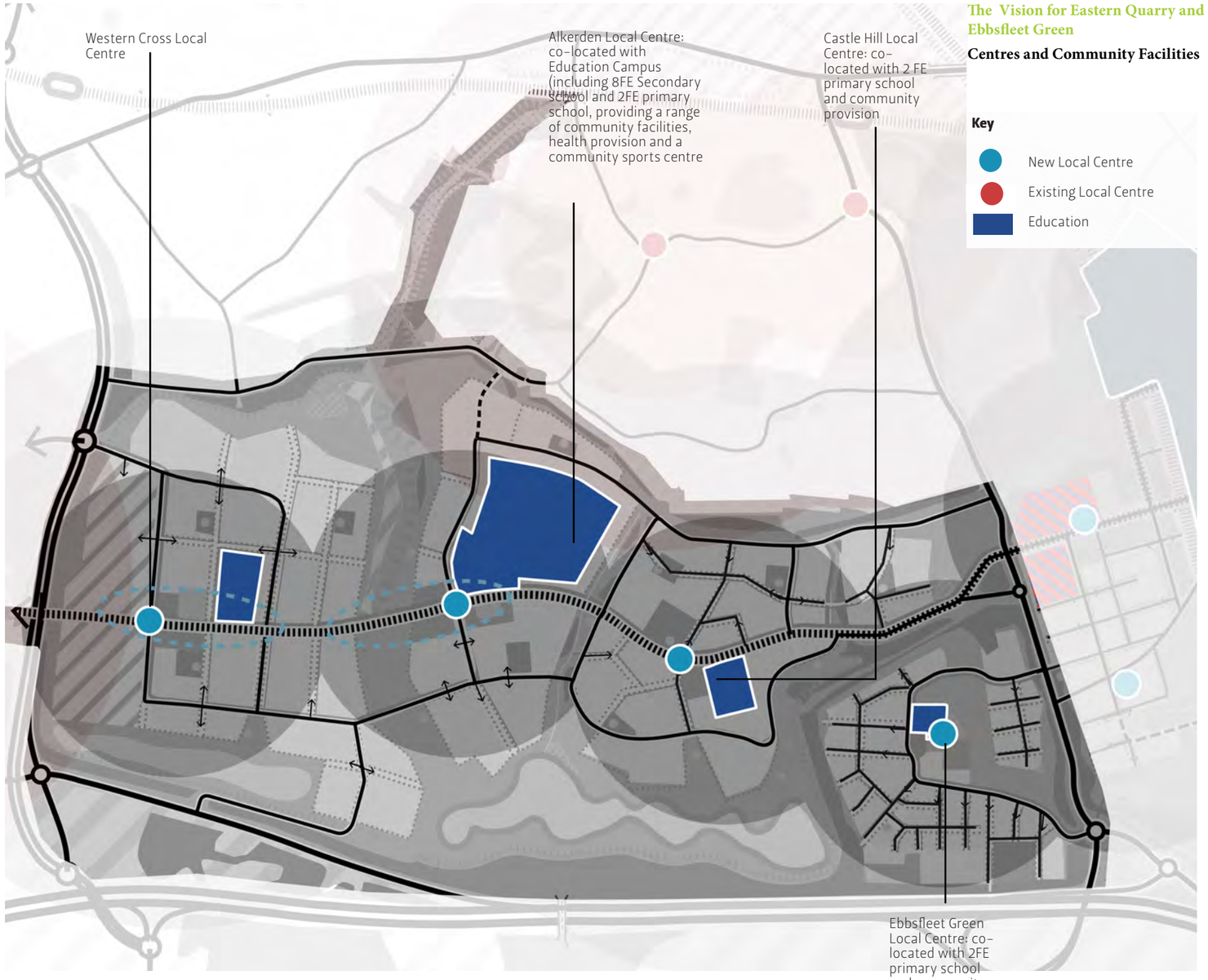
Eastern Quarry

- Three early years nurseries incorporated with primary school provision in Castle Hill, Alkerden and Western Cross. Each with capacity for 26 full-time places or 52 part-time places;
- Three 2 FE primary schools. Primary School 1 (Castle Hill) approved; Primary School 2 (Alkerden) co-located with Secondary School and Primary School 3 located in Western Cross;
- Two 8 FE secondary school at Alkerden, including Sixth Form for up to 180 pupils. (The developer is only liable to pay for 6 FE). This is purposely to allow the secondary school at Eastern Quarry to provide for development at Ebbflseet Green and the surrounding area.
- A Health Centre located in Alkerden Centre capable of supporting a minimum of 8 GP's and 170 sqm adult social care for Kent County Council;
- A wider community facility covering youth facilities, arts and culture, library facilities, adult social care, and community space essentially providing a base for services supported by KCC. Maximum size of 1,475 sqm (GIA); minimum size of 1,415 sqm (GIA);
- Two community centres (400 sqm per facility) located in Castle Hill and Western Cross;
- A dual-use community sports centre and 6 sports pitches delivered as part of the secondary school in Alkerden. Sports Pitches include 4 grass pitches, 1 artificial hockey pitch and 1 cricket square; and
- Four additional community sports pitches (including 1 artificial pitch) and a Pavilion not located within the education campus.

Ebbsfleet Green

- An early years nursery incorporated with primary school provision with capacity for 26 full-time nursery places;
- One 2 FE primary school;
- One community hall (250 sqm); and
- Community sports fields, including sports pitch.

EDC will monitor these requirements, if development quantum is increased there will be a need to increase the level of provision and sufficient land made available.


Western Cross Local Centre
Alkerden Local Centre: co-located with Education Campus (including 8FE Secondary school and 2FE primary school, providing a range of community facilities, health provision and a community sports centre
Castle Hill Local Centre: co-located with 2 FE primary school and community provision
Ebbsfleet Green Local Centre: co-located with 2FE primary school and community provision
The Vision for Eastern Quarry and Ebbsfleet Green
Centres and Community Facilities
Key
New Local Centre
Existing Local Centre
Education

Open space and landscape

The following green infrastructure has been consented within current development proposals to provide for at least 30% of the site area as open space.

Eastern Quarry

- Linear Spaces (with associated pathways);
- An urban park in the north of the site (minimum 12 ha with 9 ha of full public access);
- Three local parks located outside the development areas between the villages (minimum of 2 ha each and total area of 10ha);
- Four neighbourhood play areas (minimum 0.1 ha);
- Twelve local play areas (minimum 0.04 ha);
- Two multi-use games areas (MUGA's) provided within the urban park, local parks, neighbourhood parks (685 sqm per MUGA);
- A minimum of four sports pitches and three tennis/netball courts to be provided as per the current planning permission (in addition to the facilities within the education campus).
- Existing allotments to be retained and demand to be monitored annually.
- Ecological corridors to be established running east to west along the northern and southern boundaries of the site, to a minimum width of 15m at limited points, and connected to the city-wide garden grid.

Ebbsfleet Green

- A. local park of at least 2 ha;
- Three local play spaces providing for ages 3-8 and containing a range of 8 pieces of play equipment (minimum 400 sqm each);
- A multi-use games areas (MUGA's) (465 sqm);
- A neighbourhood play area providing for ages 8-14 and containing 16 pieces of equipment and informal play space (minimum 1,000 sqm);
- Two Tennis/Netball Courts; and
- Allotments (0.25 ha of land).

In meeting requirement the following should be considered:

- Internalised views of the quarry and hidden landscapes due to the topography.
- Large landlocked water bodies;
- Locations where drainage issues need to be addressed - the management of water on site presents both a challenge and an opportunity;
- A perimeter of dramatic chalk cliffs and woodland;
- Conspicuous electricity pylons on top of the cliffs to the south;
- Discernible road noise from the A2 and B255;
- Areas of ecological and habitat importance including Craylands Gorge - subject to further consideration, and including untouched farmland and woodland;

Liaison with Natural England and the Environment Agency will be required in the development of detailed proposals.

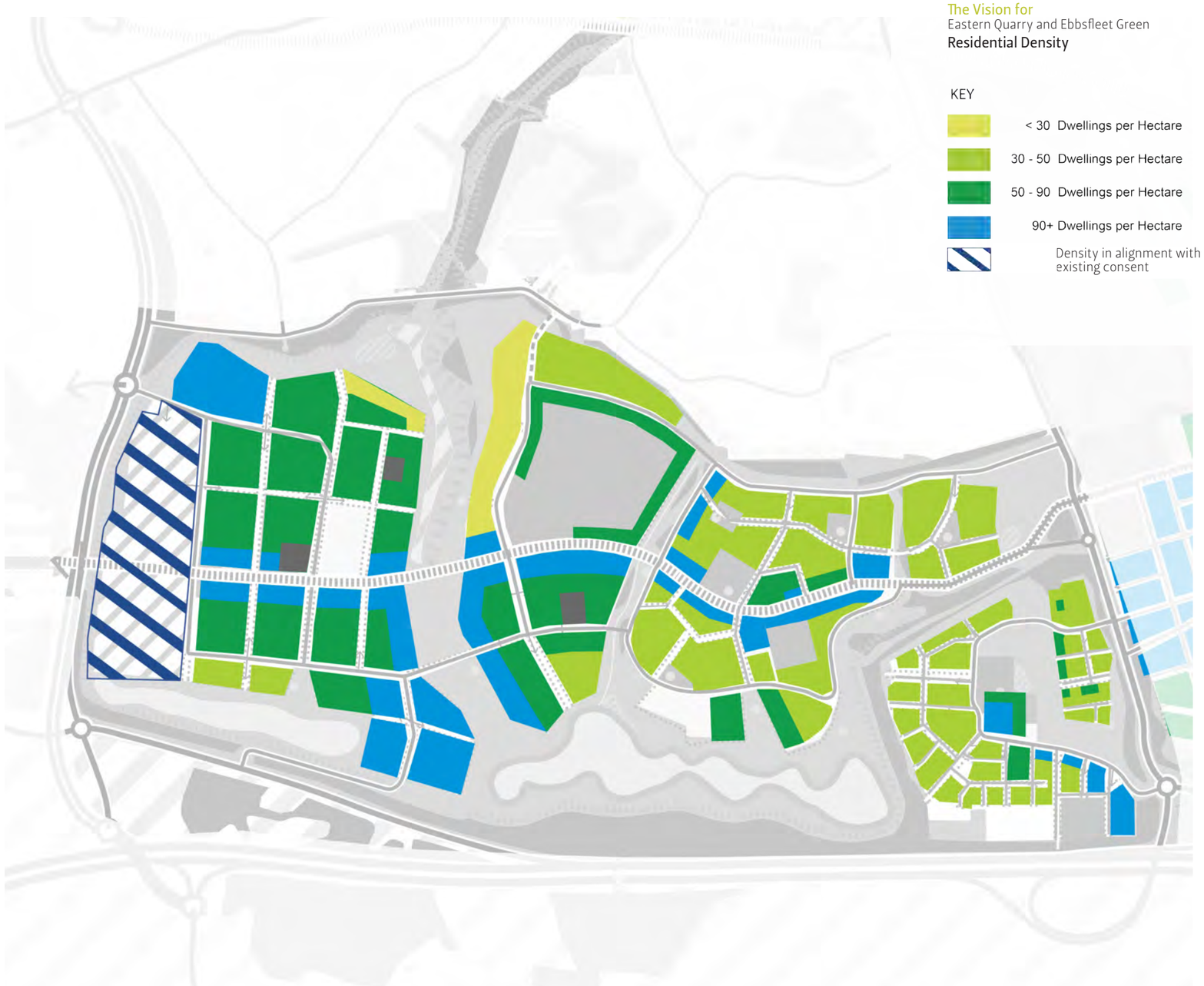
Network of easily-accessible local parks
Enhanced connection negotiating existing cliff, linking Greenhithe with Eastern Quarry
Eastern Quarry Major Park and Play Hub
Open Craylands Gorge to pedestrians and cyclists to create connection between Craylands Gorge and Swanscombe Heritage Park
Swanscombe Heritage Park (not included within open space calculations)
Play Hub
Potential acoustic mitigation adjacent to the A2
North-south and east-west ecological corridors
Viewing platform at high point exploiting existing topography
New public realm opportunities linked to centres
Existing foot/cycle bridge across A2
Eastern Quarry Lakes Major Park
Establish key east-west green corridor to north of site
Key
Natural landscape
Open space
Environmental sensitive area
Public realm/square/promenade
Local open space
Development area
Topographical feature
Playing fields
Education campus playing fields
Neighbourhood play/Play hub
Local play/Multi-use games area (MUGA)
Feature (stair / ramp / bridge / pier / lift)
Waterway/lake
Strategic open space with water management function
SuDs/water management infrastructure (subject to further investigation)
Wetlands
Cycling friendly street
Key pedestrian and cycle way (on Site)
Key pedestrian and cycle way (off Site)
Overhead power line (exclusion zone 50m)
Cliff (exclusion zone 50m)

Urban Form

The current consent for Eastern Quarry promotes 3 urban villages, and a further village in Ebbsfleet Green, all locating higher densities in the village centres, and along the principal Fastrack route. The illustrative framework plan to the right sets out approach to locating densities to promote a transport-oriented design approach across the area. The plan defines typical site net densities (using the metric of the number of homes per hectare) The images below showcase a number of recent award-winning British housing schemes at similar densities to those envisaged within Eastern Quarry.

Accordia, Cambridge

Newhall, Harlow


The Vision for
Eastern Quarry and Ebbsfleet Green
Residential Density
KEY
< 30 Dwellings per Hectare
30 - 50 Dwellings per Hectare
50 - 90 Dwellings per Hectare
90+ Dwellings per Hectare
Density in alignment with existing consent

Priority interventions

The priority interventions identified for EDC are set out in the table and plan.

Ref	Project	Timescale
A	EDC will continue to support delivery of the Fastrack route through the Quarry.	
B	EDC will work collaboratively with landowners and developers to agree a shared approach to masterplanning, and design principles for buildings and public spaces.	
C	Highway Improvements	

The Vision for
Eastern Quarry and Ebbsfleet Green
Priority Interventions

Northfleet Riverside

Northfleet Riverside will re-connect the existing communities with the River Thames providing a range of high quality housing, jobs and recreational places.

Site Description

Northfleet Riverside contains two separate sites: Northfleet Embankment West and Northfleet Embankment East, both of which include parts of the North Kent Enterprise Zone designation. The former contains a former cement works site adjacent to existing residential communities along London Road and is subject to an agreement in principle for residential and employment development. A bulk aggregates terminal and a bulk powders terminal have also been consented for the Northfleet West site, together with the associated rail and wharf infrastructure.

Northfleet Embankment East is the only substantial site in public ownership (Homes and Communities Agency). It is a former industrial site north of London Road, used for a range of activities including aggregates works and former Northfleet Power Station and AEI Cable Works.

Planning policy

Development within this area will need to take into account the following planning policy which is further detailed in Section 1:

Gravesham Local Plan Core Strategy (2014)

Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03, GBC Core Strategy)

The Northfleet Waterfront sites are located within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03 in the GBC Local Plan Core Strategy) which sets out a substantial opportunity for major riverside regeneration in Gravesham. Development in this area must take into account this opportunity which includes a total of 980 new homes and 133,500 sqm employment space across the Opportunity Area.

The Northfleet Embankment and Swanscombe Peninsula East Opportunity Area contains several key sites each containing specific constraints and development brief. Key sites impacting Northfleet Embankment West include: Sub Area 1.3: Grove Road and Lower Ebbsfleet Area; Sub Area 1.4: Old Northfleet Residential Extension; and Sub Area 1.5: Northfleet Cement Works Regeneration Area. The key site covering Northfleet Embankment East includes: Sub Area 1.8: Northfleet Embankment East Regeneration Area.

Development Management Policy

Gravesham Borough Council is also in the process of preparing a Draft Site Allocations and Development Management Policies DPD. Until then, current development management is determined by saved policies in the 1994 Local Plan First Review.

Kent County Council Mineral and Waste Local Plan (July 2016)

The MWLP 2013-2030 proposes 'Safeguarded Wharves and Rail Importation Facilities' at Wharf 42 in Northfleet Embankment West and Red Lion Wharf in Northfleet Embankment East.

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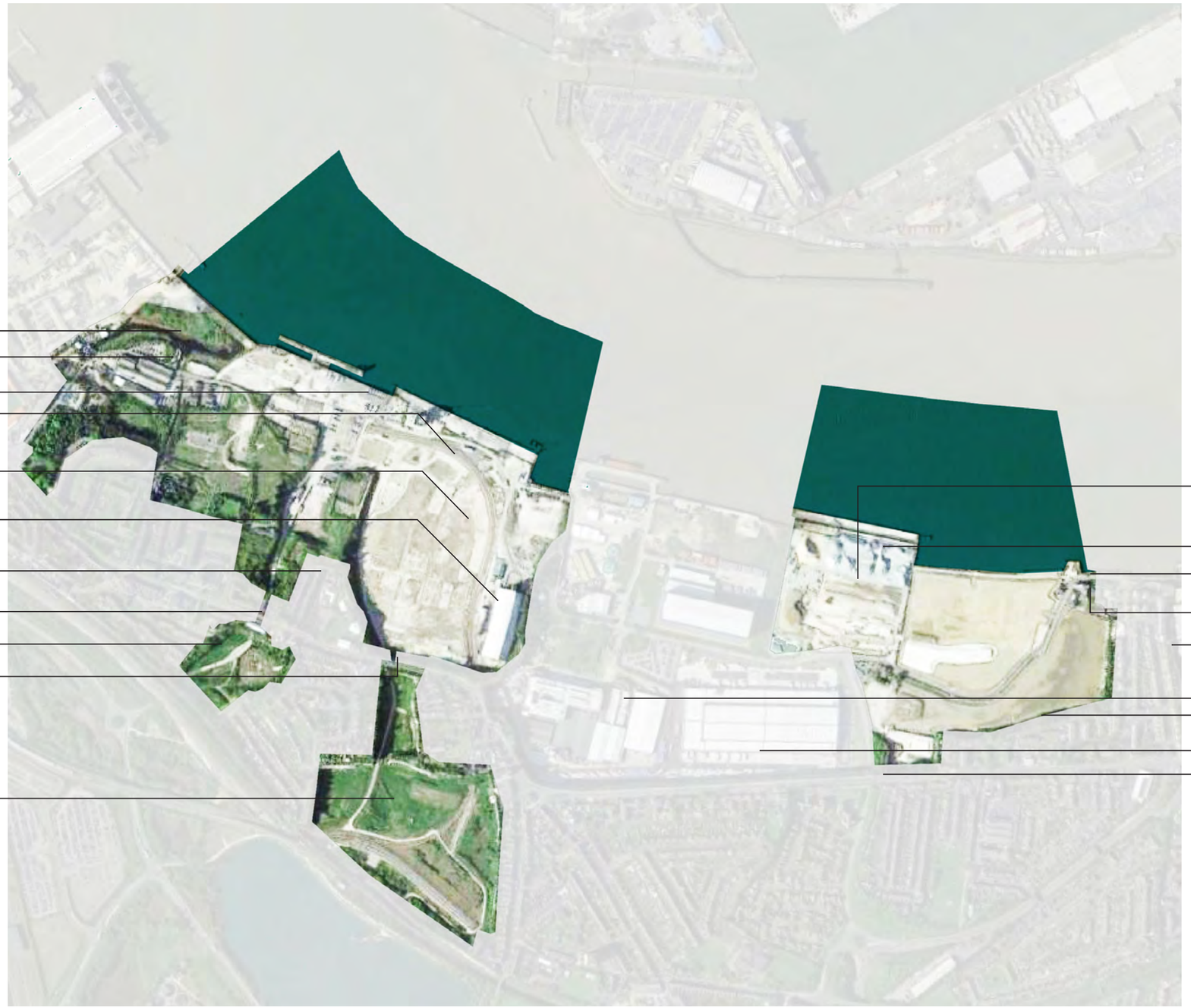
01 Northfleet Embankment East
View looking south-east across Northfleet East site.

02 Northfleet Riverside
View looking south across Northfleet Harbour, with Northfleet west site lying adjacent to the east.

03 Northfleet Embankment East Listed Frontage

04 Northfleet Embankment West View looking south west towards proposed residential area.

05 Northfleet Embankment East
Main access into the site via tunnel under London Road causeway



Northfleet Riverside Current Condition

Aerial photograph of the existing Northfleet Waterfront area.

Existing development proposals

Existing development proposals across Northfleet Riverside are set out in the schedule (right). This includes agreement in principle for mixed used development at Northfleet Embankment West (to the west of the site), as well as applications for a Bulk Aggregates Import Terminal and Bulk Powders Import Terminal to the east of the site.

Opportunities and constraints

The map on the following page outlines the key opportunities and constraints associated with the Northfleet Riverside. The main points to consider are:

Northfleet Embankment West

- Area is approved in principle for residential and employment development alongside the bulk aggregates terminal;
- Employment element including existing rail head subject to adjacent North Kent Enterprise Zone designation;
- Requirement for ground re-profiling, in support of meeting the requirements of the Thames Estuary 2100 Plan to manage flood risk.
- Potential issues of noise from adjoining waterfront employment activities;

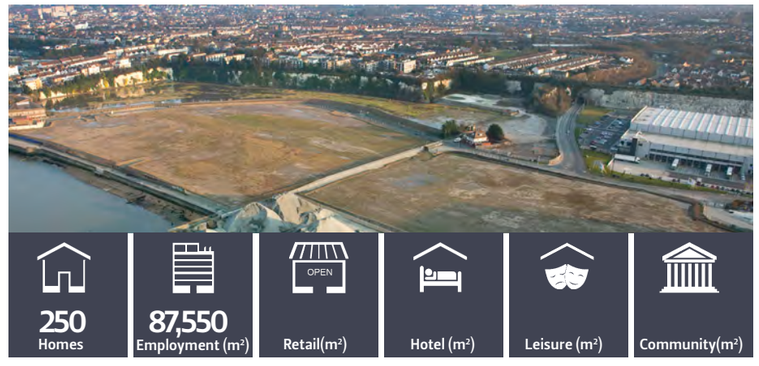
Northfleet Embankment East

- Only substantial site in public ownership (Homes and Communities Agency);
- Land has been raised by the HCA to reduce flood risk. However, this excluded Crete Hall Road, now presenting a constraint between development parcels;
- Includes heritage assets including Art Deco "Henley Building", former Rosherville Pleasure Gardens (including Bear Pit as archaeological asset) and pub buildings;
- Part of site designated within North Kent Enterprise Zone with significant quantum of employment space;
- Landscape context includes cliff edges and panoramic views across the Thames.
- Opportunity for additional new homes through higher densities.

Northfleet Embankment West

ALLOCATION (DEVELOPMENT PROPOSALS EMERGING)

Northfleet Embankment East



ALLOCATION (DEVELOPMENT PROPOSALS EMERGING)

Northfleet Riverside: Development Schedule

This schedule outlines existing permissions and proposals across the Northfleet Riverside development area. Those quantums that represent a 'maximum parameter' as part out an outline permission are clearly highlighted in the far left column.

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
Northfleet Embankment West	**NORTHFLEET EMBANKMENT WEST** *Allocation* *GR/2009/0238 (Maximum Parameters)* *GR/20090286 – Bulk aggregates import terminal handling up to 3 Mt per annum and associated infrastructure including reinstated rail access.* *Bulk Powders Import Terminal (application reference 20050561)*		532 dwellings	46,000		850			1,000 *(including 500 sqm local 'A1' shops)*
	Bulk Aggregates Import Terminal – handling up to 3 Mt per annum and associated infrastructure including reinstated rail access. (Ref: GR/20090286)								
	Bulk Powders Import Terminal (Ref: 20050561)								
Northfleet Embankment East	**Northfleet Embankment East** *Allocation*		Allocation for 250 dwellings. Consideration currently being given increase residential density.	Allocation for 87,550 sqm employment floorspace					

Northfleet Riverside
Opportunities and Constraints

Northfleet Harbour
Enhancement of the environment around Northfleet Harbour could provide a major visual and recreation asset.

Scheduled Monument
Considered to be the oldest Portland Cement Kiln in the world.

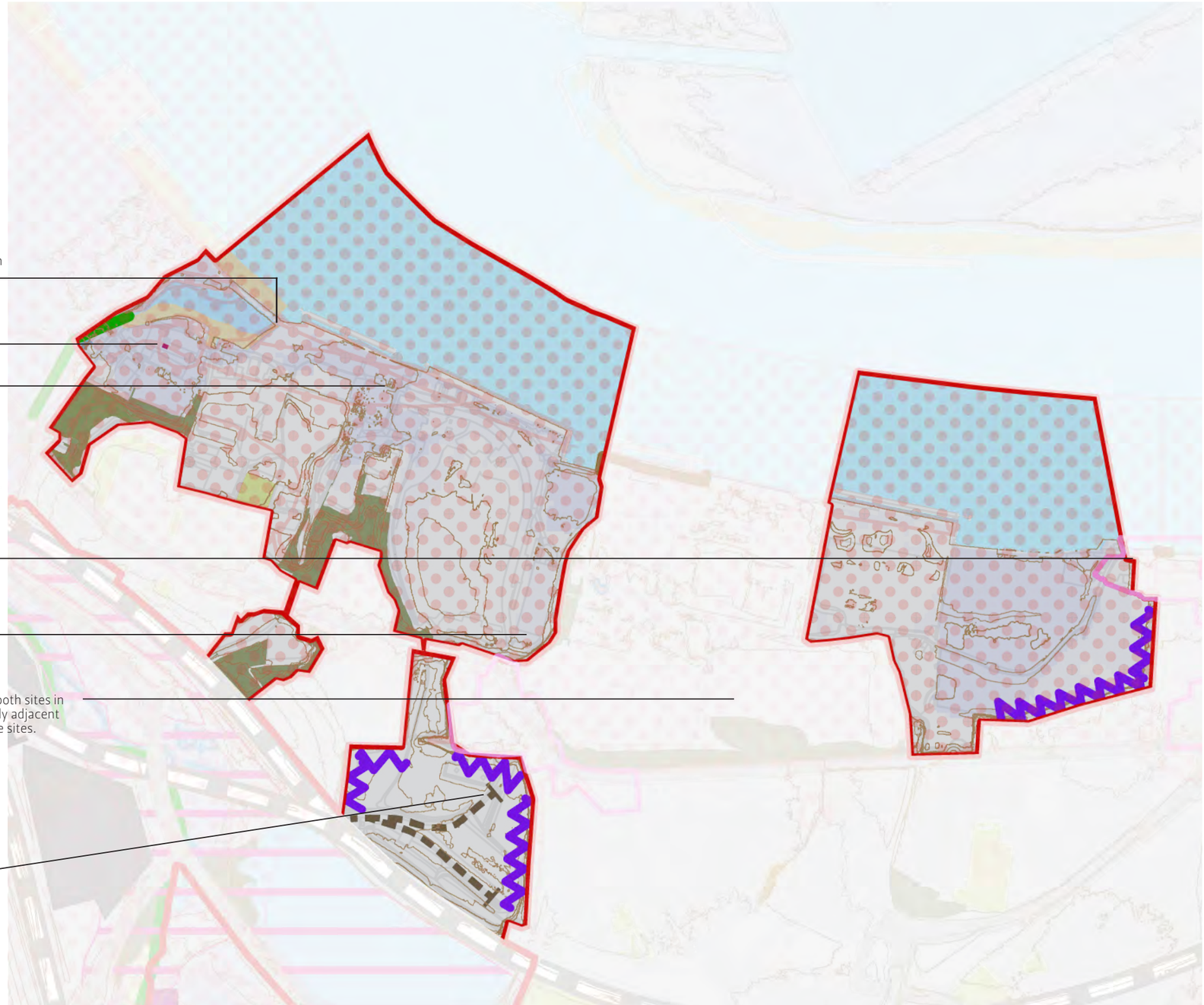
Flood Risk
There are several areas, within Northfleet Embankment West and Northfleet Embankment East, particularly adjacent to the River Thames, where flood risk needs to be considered in relation to the introduction of residential and other, non-industrial uses.

Heritage assets
Several existing heritage buildings and features, particularly at Northfleet Embankment East such as the art deco Henley Building, a grade 2 Listed Bear Pit, a grade 2 listed cliff-top entrance and tunnelled stairway, the Hermit Cave grotto, and a Grade 2 Listed Cavern, Drawdock and Quay.

Topography
Topography presents challenges on both sites in terms of developable areas, especially adjacent to cliffs in the southern parcels of the sites.

Adjacent Uses
The relationships between existing, industrial and commercial uses and the proposed residential uses needs careful management

Infrastructure
Existing infrastructure, primarily transport, allied to topography and current development patterns, is a major barrier to physical connectivity.



Key

- Ebbsfleet Development Corporation Area
- Woodland
- Scheduled ancient monument
- Water body – ecological quality
- Public right of way
- River
- Archaeological potential
- Topography (5m)
- Cliff setback
- Conservation area
- Priority habitat mud-land (UK Biodiversity habitat Action Plan)
- Tunnel
- Railhead
- Existing road (to be elevated)

Northfleet Riverside

Two lively new waterside residential neighbourhoods will be developed along the Thames embankment. These developments will carefully integrate employment spaces within an attractive riverside public realm that provides continuous access to the Thames, reconnecting with Gravesend to the East and the Swanscombe Peninsula and Dartford to the West.

Area guidelines

EDC's ambition for Northfleet Riverside is as follows:

- To retain where possible existing employment, and develop new employment activities within the identified enterprise zone.
- To make the most of existing economic assets including deep-wharf and rail head, Red Lion Wharf and the Sun Inn.
- To open up public access to the waterfront where possible, and provide enhanced public realm.
- To use Northfleet Harbour as a focus for activity and regeneration in Northfleet Embankment West.
- Protect and conserve Aspdins Beehive Kiln – a Scheduled Ancient Monument and thought to be the oldest Portland Cement Kiln in the world.
- To make the most of the heritage in Northfleet Embankment East with references to the Rosherville Pleasure Gardens, link to Landsdown Square Conservation Area, and bringing buildings such as the Henley Works office building and Old Sun pub into complimentary uses.
- To develop c.532 homes within Northfleet Embankment West and c.700 homes at Northfleet Embankment East, making the most of views across the Thames.
- To provide new primary school provision at Northfleet Embankment East, and expanded provision at Lawn Road.
- To provide waterfront activities including retail, food and beverage and associated cultural activities.
- To improve connections between existing communities and the waterfront through Fastrack access, improved public realm, wayfinding and routes including measures to overcome topographic barriers.
- Consider opportunities for additional housing on smaller under-used sites and invest in improvements to the existing area.

Ingress Park

Crest Nicholson development in Ingress Park demonstrating a high quality local example of waterfront development.

Royal Arsenal Riverfront, Woolwich

Flagship development in Woolwich and a key waterfront development. The scheme benefits from an on-site Thames Clipper service and provides over 1km of new river walk and public realm.

Enhanced environment around Northfleet Harbour
Fastrack spine
Enterprise Zone and employment area
42 Wharf
Strategically-important Bulk Aggregates Import Terminal (BAIT) and Bulk Powders Import Terminal
Enterprise Zone and employment area
New primary school
New public realm opportunities along the riverfront
New Local Centre at Northfleet Embankment East
Chimney View Park
'The Hive' – expanded Local Centre
Navigating the cliffs – enhanced connections vertically and southerly
Enhanced connections to Blue Lake and Ebbsfleet Central
0
500m

The Vision for Northfleet Riverside

Key

- Residential
- Local centre
- Education
- Employment
- Future use for further investigation
- London Resort road route alignment for further investigation
- Road network
- Railway corridor
- Fastrack corridor
- Open space
- Neighbourhood park
- Public realm/square
- Watercourse
- Strategic open space with water management function
- Vertical circulation
- Cliff

Access and movement

The road and public transport network, and pedestrian/cycle connections, are shown in the diagram. The main components of this network include:

- Facilitation of dedicated Fastrack route through Northfleet Riverside directly connecting to Ebbsfleet interchange and Gravesend Town centre. This should utilise improved junctions between Thames Way and Grove Road, and alignment through Chalk Spine/ Crete Hall road. Additional bus priority at Gravesend Town Centre Approaches should facilitate the service to the Town Centre and station.
- Road schemes should accommodate growth. These include Thames Way dualling for Fastrack, Crete Hall road improvements, and reusing Church Path and existing Rail tunnel to access Vineyard Pit.
- Improved pedestrian and cycling connections directly along the Transport Spine connecting to the Transport Hub/Commercial Centre and Gravesend should be provided including improvements to Grove Road Gateway. Improvements to Church Path in terms of footways and cycleways should improve connectivity between Northfleet Riverside and Ebbsfleet Central.
- Potential 'vertical' connections provided for cyclists and pedestrians where the topography of the Quarry limits movement and accessibility for these modes.

Fastrack spine
Connecting through to the River Thames
New ferry / leisure pier opportunities
New ferry / leisure pier opportunities
Navigating the cliffs – enhanced vertical connections and south connections through historic tunnels
Enhanced connections to Blue Lake and Ebbsfleet Central
Navigating the cliffs – enhanced vertical connections and south connections through historic tunnels

The Vision for Northfleet Riverside
Movement Network

Key

- Railway corridor
- Fastrack transit spine
- Existing local bus route
- Fastrack stop
- Road network
- Key pedestrian and cycle way (off Site)
- Vertical circulation
- Potential new pier connection

Centres and Community Facilities

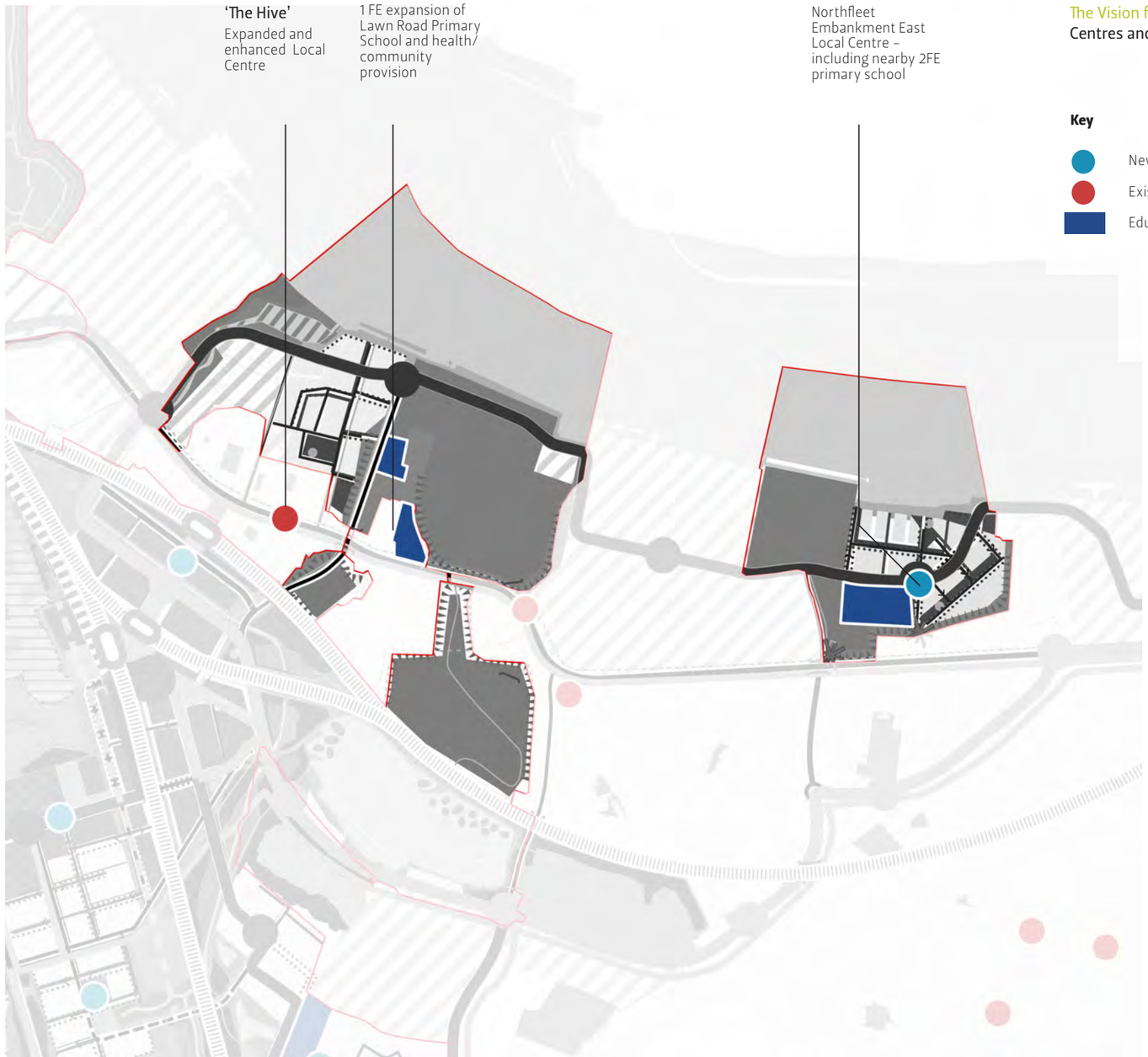
The following core community facilities are aligned to emerging development proposals at Northfleet Embankment West:

- Potential additional Primary School provision
- A health centre/clinic of up to 1,000 sqm;
- A community centre of up to 180 sqm; and
- A playing field (dual school and public use).

This area will also benefit from the expansion of the nearby local centre at 'The Hive'.

A new local centre and primary school will also be provided at Northfleet Embankment East.

EDC will monitor these requirements, if development quantum is increased there will be a need to increase the level of provision and sufficient land made available.


'The Hive'
Expanded and enhanced Local Centre
1 FE expansion of Lawn Road Primary School and health/ community provision
Northfleet Embankment East Local Centre – including nearby 2FE primary school
The Vision for Northfleet Riverside
Centres and Community Facilities
Key
New Local Centre
Existing Local Centre
Education

Open space and landscape

The following green infrastructure and play space is considered in accordance with emerging development proposals at Northfleet Embankment West:

– Chimney View Park with equipped play area including LEAP and NEAP

In meeting requirements and mitigating impact of any additional growth, the following should be considered:

– Broad views of the Thames and Essex riverside;
– Exposed chalk cliffs to the south;
– Exposed areas of hard standing;
– Northfleet Harbour, a historic but overgrown tidal harbour forming the mouth of the Ebbsfleet River. A flood defence wall has recently been constructed at the banks of the Thames; and
– Prominent large scale Industrial/distribution buildings.

Liaison with Natural England and the Environment Agency will be required in the development of detailed proposals.

The strategic configuration of these is shown opposite.

Existing habitats to protect/enhance:

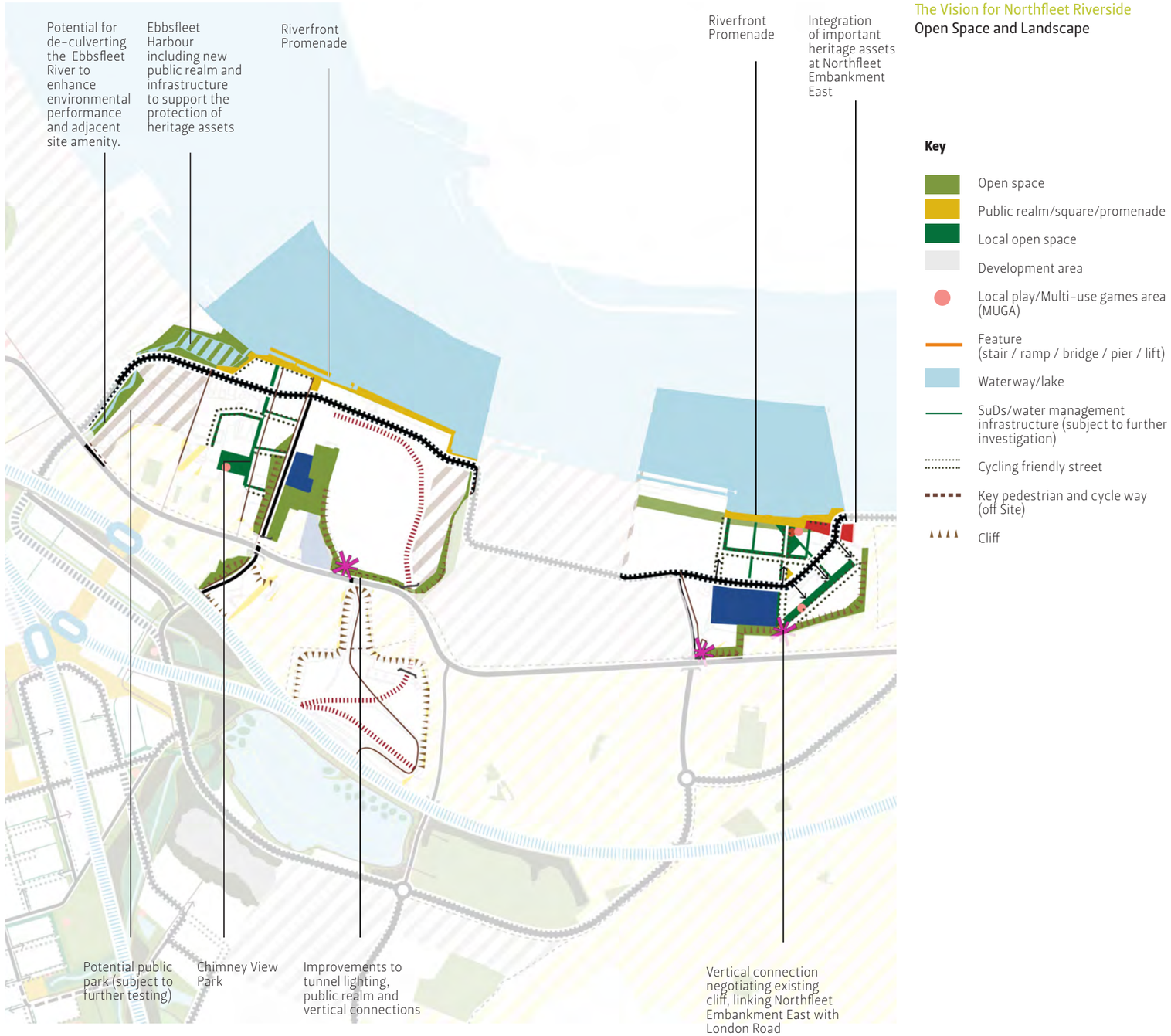
– Wet / wildflower / rough / calcareous grassland
– Open recreational areas
– Native shrub / scrub / individual trees
– Hedgerow
– Woodland associated with the chalk cliffs
– Bare ground mosaic habitat

Habitat creation objectives:

– Wildflower / calcareous / wet / rough grassland
– Hedgerows
– Trees and structure planting
– Wildlife boxes
– Hibernacula
– Brownfield habitat including brown and green roofs

Identified species:

– Mammals (dormouse, badger)
– Birds (redstart, peregrine falcon)
– Reptiles (common lizard, slow worm)
– Invertebrates


Potential for de-culverting the Ebbsfleet River to enhance environmental performance and adjacent site amenity.
Ebbsfleet Harbour including new public realm and infrastructure to support the protection of heritage assets
Riverfront Promenade
Riverfront Promenade
Integration of important heritage assets at Northfleet Embankment East
Potential public park (subject to further testing)
Chimney View Park
Improvements to tunnel lighting, public realm and vertical connections
Vertical connection negotiating existing cliff, linking Northfleet Embankment East with London Road
The Vision for Northfleet Riverside
Open Space and Landscape
Key
Open space
Public realm/square/promenade
Local open space
Development area
Local play/Multi-use games area (MUGA)
Feature (stair / ramp / bridge / pier / lift)
Waterway/lake
SuDs/water management infrastructure (subject to further investigation)
Cycling friendly street
Key pedestrian and cycle way (off Site)
Cliff

The Vision for Northfleet Riverside

Westwards along the Thames Embankment on Northfleet Riverside. (Artists impression)

Swanscombe Peninsula

The site is currently being promoted for a major leisure destination under the NSIP process to deliver a global entertainment resort. It will also remain a focus for environmental and ecological enhancement.

Site Description

Swanscombe Peninsula currently comprises of predominantly low lying marshland used for agriculture and grazing. The eastern portion of this area includes industrial riverfront and port activities behind existing tidal defences. The area also contains significant ecological and landscape assets, including chalk cliffs and marshlands, but is also at significant risk from flooding and ground contamination. Whilst the peninsula may seem at first glance to be a vast tract of land there are development constraints which include Europe's largest electricity pylons; saltwater, freshwater and other habitats; as well as the Channel Tunnel Rail Link tunnel head. The majority of the site within EDC's red line boundary is included within the London Resort development NSIP pre-submission proposal.

Planning policy

Dartford Borough Council Core Strategy (2011)
Thames Waterfront Priority Area (Policy CS6, DBC Core Strategy)

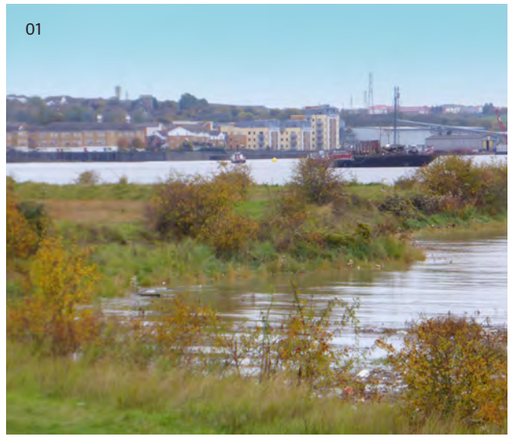
Swanscombe Peninsula West features in Dartford's Core Strategy 2011 as an area of potential development within the broader Waterfront Priority area. Specifically policy requires development at the site to share local facilities with Ingress Park; that the ecology of the Peninsula is preserved; and is supportive of employment and outdoor leisure uses. The Strategic Housing Land Availability Assessment whilst identifying the potential for up to 800 homes, notes that development would require a coordinated planning framework for both the west and east peninsula. Additionally employment floorspace estimates used to support the Core Strategy assumed potential for renewed and additional employment floorspace at the site.

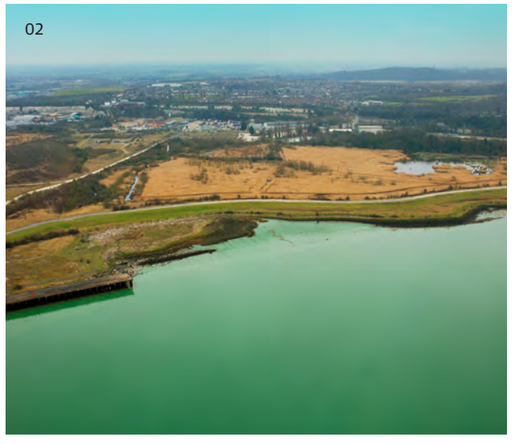
Gravesham Local Plan Core Strategy (2014)
Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03, GBC Core Strategy)

The eastern edge of Swanscombe Peninsula is located within Northfleet Embankment and Swanscombe Peninsula East Opportunity Area which sets out a substantial opportunity for major riverside regeneration in Gravesham. The Opportunity Area contains several sub-areas each containing specific constraints and development brief. This part of the peninsula is impacted by Sub Area 1.1 (Swanscombe Peninsula East Undeveloped Area) for which the Local Plan Core Strategy recognises the development potential at Swanscombe Peninsula, but also the significant constraints suggesting that any development is only likely to be deliverable in the longer term.

Development management policy

Both Dartford and Gravesham Borough Councils are in the process of preparing new 'development management' policy which will have implications for Swanscombe Peninsula (e.g. Dartford's draft DPPD identifies a number of 'Identified employment areas' on the peninsula). Until then, current development management is determined by saved policies for both Boroughs, including: Dartford's 1995 Local Plan Saved Policies; and Gravesham's 1994 Local Plan First Review.





Swanscombe Peninsula 01, 02, 03 and 04 Views along Western embankment including Dartford Crossing and existing pontoon.

Swanscombe Peninsula Current Condition

Broadness Salt Marsh

Broadness Harbour

Existing Pontoon – presenting an opportunity for construction logistics and longer term river transport.

Flood Defences

Black Duck Marsh

Ingress Park

HS1 Tunnel

Fastrack Link from Bluewater

Manor Way Business Park

Croxton Garry (allocation for 100 homes in Dartford Core Strategy)

Craylands Lane (Outline consent granted for 110 homes)

'The Tank' (allocation for 200 homes in Dartford Core Strategy)

Britannia Metals

Sea Con Terminal

Botany Marsh

Northfleet Industrial Estate

Existing development proposals

Existing development proposals within the Swanscombe Peninsula include an outline consent at Craylands Lane, and site allocations for housing on the Croxton Gary and 'Tank' sites on London Road (see the table to the right). Note that the majority of the peninsula site within the EDC boundary is included within the pre-submission proposal for the London Entertainment Resort (detailed below), which is currently proceeding through the Nationally Significant Infrastructure Planning (NSIP) process.

London Entertainment Resort Overview

London is conceived as a nationally significant visitor attraction and leisure resort to be located on approximately 545 hectares of predominantly brownfield land. The project would serve diverse and growing markets for leisure and holidays, conferences, entertainments and the creative arts, and could be a major focus for investment and regeneration in the area. Immediate accessibility to national and international rail services at Ebbsfleet International Station and to water-borne transport via the River Thames to central London could enable the resort to serve customers from throughout the UK, Europe and the rest of the world. An upgraded junction to the A2(T) could provide direct access by road with immediate connection to the M25 and M20 motorways.

The Resort would include a theme park, events spaces for conferences and exhibitions, service buildings and staff training facilities. There would also be up to 5,000 hotel rooms to meet visitors' accommodation needs. The Resort could directly employ around 13,000 people (and a further 14,000 indirectly) and visitor numbers are anticipated to be in the region of 15 million people per year. A substantial area is required for back of house facilities: staff car parking; utilities – waste water treatment (including upgraded CKD runoff leachate system), electricity substation, CHP, waste management; maintenance; storage and distribution centre for the resort & hotels. Other potential elements of the Resort include an energy centre to provide heat and power, as well as the creation of enhanced habitats.

Opportunities and constraints

The map on the following page outlines the key opportunities and constraints associated with Swanscombe Peninsula. The main points to consider are:

- Majority of site within EDC boundary is included within London Resort development NSIP pre-submission proposal.
- Major economic opportunities associated with the potential major investment of London .
- Much of area at risk from flooding and ground contamination.
- Significant ecological and landscape assets, including chalk cliffs and marshlands.
- Restricted access to parts of site.
- Large areas of industrial activities, including port and metals processing to the east.
- Includes HS1 portal, providing barrier to movement to the south of the site.
- Required improvements on connections to Swanscombe and Ingress Park communities.
- Potential for river-based transport access utilising existing jetties.

Swanscombe Peninsula

PROPOSALS AT CRAYLANDS LANE AND SITE ALLOCATIONS FOR CROXTON GARY & 'THE TANK' SITE ON LONDON ROAD (EXCLUDES EMERGING LONDON PROPOSALS)

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
Swanscombe Peninsula	**CRAYLANDS LANE OUTLINE** *(14/01689/OUT) (Maximum Parameters)*		110 dwellings						
	Swanscombe Peninsula	Maximum floorspace according to 'Community Consultation document', April 2015 (N.B. The LPER DCO NSIP application in preparation and currently under review)							
	Croxton Gary *(Proposal Only)*		100 (est.) dwellings						
	The Tank at London Road *(Allocated site in Dartford Core Strategy)*		200 dwellings						

Swanscombe Peninsula: Development Schedule

This schedule outlines existing permissions and proposals across the Swanscombe Peninsula development area. Those quantums that represent a 'maximum parameter' as part out an outline permission are clearly highlighted in the far left column.

Swanscombe Peninsula Opportunities and Constraints

Existing Uses
There are a number of commercial and industrial uses located across the Peninsula, and the relationship between new and existing activities will need to be managed.

Habitat and Ecology
Swanscombe Peninsula has a large areas of open space with significant habitat and ecological status.

Power Lines
Very large pylons dominate the landscape, although their location makes the physical impact on developable areas less significant

Flood Risk
The low lying nature of the Peninsula makes it prone to flood risk, which affects large areas currently identified for development – any interventions to manage flood risk on site will need to be carefully considered.

London
The infrastructure requirements of , especially transport, have the capacity to affect development (existing and new) adjacent to Swanscombe Peninsula.

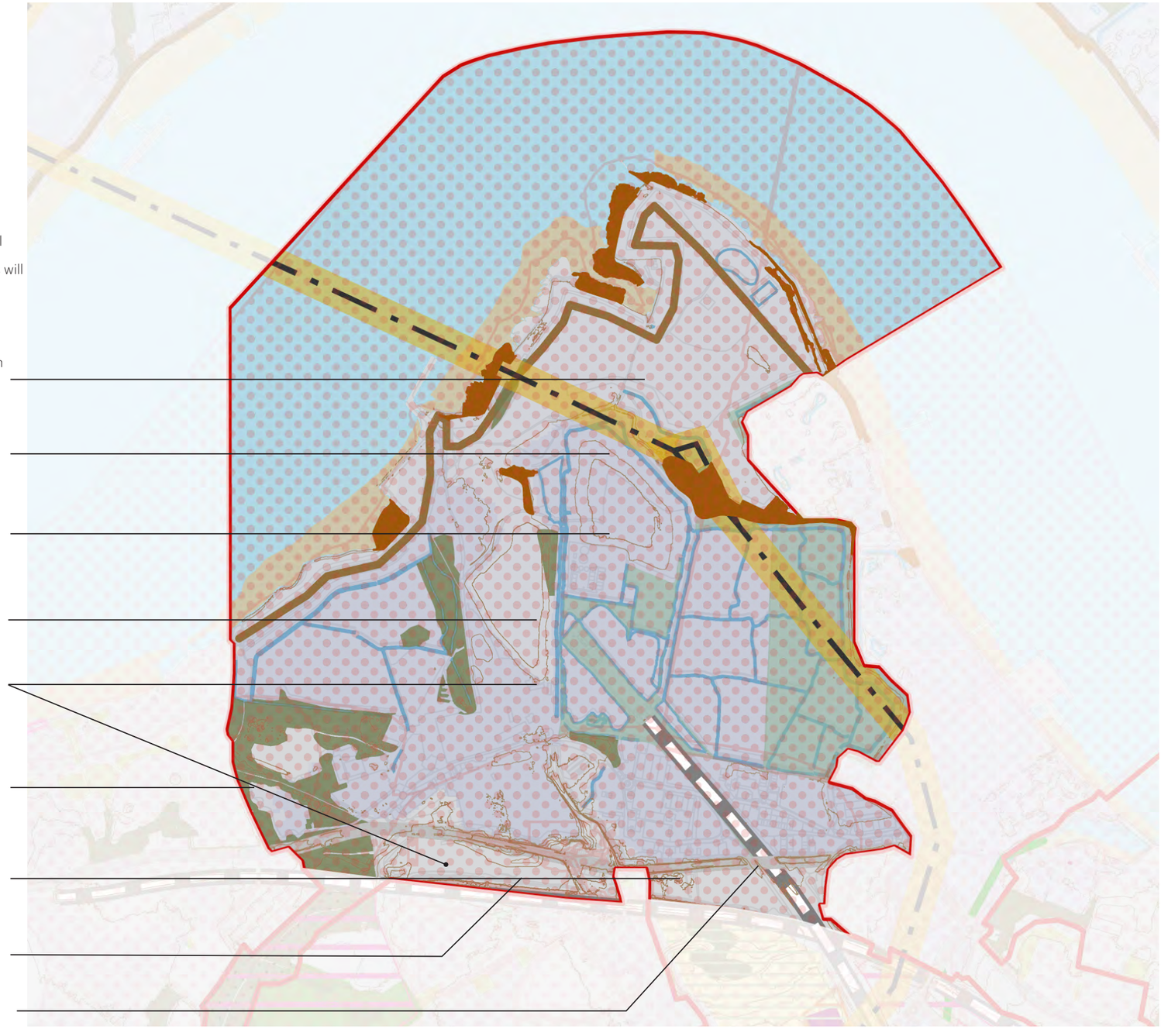
Local plan allocated residential sites
Dartford's Core Strategy includes residential allocations for the Croxton Gary and 'Tank' site on london Road.

Transport Infrastructure
HS1 goes underground on the Swanscombe Peninsula, and its supporting infrastructure, including tunnels, needs to be accommodated into any development proposals with great care.

Existing Uses
The existing London Road sits on a narrow chalk spine, causing issues with regards to resilience of this key road within the local road network, and its ability to expand or sustain traffic loads.

Housing allocation
The Tank site has allocation in Dartford's Core Strategy for 200 homes

Connectivity to Ebbsfleet Central
The chalk spines carrying London Road and the North Kent Line sever the peninsula from the central area.



Key

- Ebbsfleet Development Corporation Area
- Woodland
- Flood zone 3
- Public right of way
- Overhead power line
- Power line easement
- Flood defence
- Archaeological potential
- Topography (5m)
- Road network
- Railway
- River
- Inland water
- Priority Coastal saltmarsh (UK Biodiversity Action Plan)
- Priority coastal floodplain grazing marsh (UK Biodiversity Action Plan)
- Priority Mudflat (UK Biodiversity Action Plan)

Swanscombe Peninsula

A landmark green space for Ebbsfleet, pioneering the sensitive integration of development on the peninsula within an open estuarine ecological park.

Area guidelines

In responding to development proposals for Swanscombe Peninsula EDC will seek to ensure:

- That existing ecological assets are retained where possible, and sufficient ecological mitigation is made either within the peninsula, or off site in liaison with Natural England and the Environment Agency.
- That flood risk is fully taken into account and the risk of flood in other locations is not acerbated by proposals.
- Full public access is retained to the Thames Waterfront with enhanced recreational walking and cycling facilities.
- The capacity and resilience of the A226 and associated local road network is considered, together with the provision of dedicated Fastrack routes.
- Pedestrian and cycle connections are made into the scheme from surrounding communities enhancing access to jobs and public facing amenities provided by the resort.
- That existing employment is retained if appropriate, or relocated to other locations in Dartford or Gravesham where possible.
- That noise, air quality and other impacts generated by the scheme are minimised on surrounding residential areas.

Botany Marsh visualisation

Existing habitats to protect/enhance:

- Species rich grasslands
- Reedbeds
- Mudflats
- Salt marsh
- Open mosaic habitats
- Woodland, scrub
- Standing water
- Coarse grassland with ruderal and scrub vegetation

Existing species:

- Reptiles (viviparous lizard, slow worm, grass snake)
- Amphibians (smooth newts, marsh frogs)
- Mammals (water vole, harvest mouse, common pipistrelle, soprano pipistrelle, brown-long eared, serotine, and noctule bats)
- Birds (song thrush, common cuckoo, starling, linnet, lapwing, skylark, dunnock, reed bunting, stock dove, green woodpecker, Cetti's warbler, common whitethroat, mistle thrush, starling)
- Invertebrates (thermophilic spiders, Sitticus distinguendus, saltmarsh short-spur beetle, yellow faced bee)
- Plants, lichens and fungi (Lathyrus aphaca, Vicia bithynica, Orchis anthropophora, Carex divisa, Inula crithmoides)

Potential new species to encourage:

- Great crested newt, Badger, Daubenton's bat, Waterfowl, Otter

Marshland walkway

Black Duck Marsh
Existing Pontoon – presenting an opportunity for logistics and longer term river transport
Area subject to NSIP application
Harbour
Broadness Salt Marsh
Botany Marsh
Northfleet Industrial Estate – potential enhancement of employment area
London Roads connectivity to adjacent sites
0
500m

The Vision for
Swanscombe Peninsula

Key

- Natural landscape
- Open space
- Environmental sensitive area
- Land subject to London NSIP process.
- Waterway/lake
- Marsh
- Key pedestrian and cycle way (on Site)
- Key pedestrian and cycle way (off Site)
- Cliff

Ebbsfleet Implementation Framework © Ebbsfleet Development Corporation

Masterplanning (Lead Consultant)	AECOM LImited (London)
Architecture	Macreanor Lavington (London)
Landscape Architecture	SPACEHUB
Market Intelligence	Cushman Wakefield (London)